FEDERAL ROAD SAFETY CORPS
NATIONAL HEADQUARTERS, ABUJA

POLICY, RESEARCH AND STATISTICS DEPARTMENT

THE PATHFINDER

A Transport Digest Publication of PRS Department

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FOREWORD BY THE PUBLISHER

The Federal Road Safety Corps (FRSC) as a deliberate and purposeful construct has been an organization driven by People, Processes and Technology. By extension, it has deployed effectively in the area of policy formulation, data collection and analysis and these have made the Corps an evidence based organization. This is also in line with the expectation of the United Nations' Decade of Action on Road Safety as it concerns robust data management.

The Corps in its continual drive to serve Nigeria better by providing regulatory framework on road safety vis-à-vis the road transport sub-sector collates traffic data that are essential in the study of situations and necessary interventions on Nigerian roads.

The Department of Policy, Research and Statistics in understanding the relevance of these gathered data to the Corps' operational activities has embarked on a publication titled **"Pathfinder"** to provide insight into the trends and pattern of road crashes and key operational data whose analysis could be a good vehicle in evolving strategies that will lead to reduction in road traffic crashes nationwide. The sights and figures presented in the publication is designed with the intention of awakening Staff and other road users consciousness to serve as a clarion call for improved contribution towards stemming the tide of road crashes on our highways.

The concept of the document (Pathfinder) differs from others in every perspective. It spotlights only, data and brief analysis of road crashes and other operational data of the Corps with a view of carrying all stakeholders along as we proffer solutions to the problem of unsafe road use in Nigeria.

This maiden edition showcases data on Road Traffic Crashes (RTC), traffic counts and other veritable data pivotal to accurate decision making. On this note, the Department aspires to develop a Traffic Digest that will meet the aspiration of all as we work towards making the Corps a world class organization.

We will meet you monthly.

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FROM THE EDITOR-IN-CHIEF

It is said to be manageable any issue under any circumstance whose magnitude and dimensions is known. It is on this basis that the custodian and analyst of FRSC data base the Policy, Research, and Statistics Department of FRSC decided to commence the publication of data on various issues in the Corps through a unique and easily accessible avenue in this format before you called "The Pathfinder" debuting with data on monthly Road Traffic Crashes (RTCs), arrested traffic offenders and their offences, Motor Vehicle Administration and research works of some staff of the Corps.

The Policy, Research and Statistics department is repositioning for actualizing the corps mission statement by fulfilling one of the principles of Quality Management System of ISO9001:2008 which is Management decision based on facts and also one of the objectives of the corps in achieving its mission which is Robust Data Management. Henceforth, the pages of these digest shall be awashed with materials that will give everybody the chance to know trends in crash occurrences with ease.

The weekly analyzed crashed data is on sector commands basis with information on time of RTCs, day, and routes of the RTCs. Other data featured are Traffic offenders with the offences, total drivers licenses produced, vehicle number plates produced on weekly basis. We have also in this edition traffic counts conducted along six crash prone routes of Lokoja- Abuja, Keffi- Barde-Kaduna,Sokoto- Gusau,Keffi- Mararaba, Kubwa expressway and Tafa- Kaduna identified in week 32-34 .

This debut of the Magazine Pathfinder is a veritable source of data for those who desire them, and that is our aim to produce useful data whenever and wherever you need them.

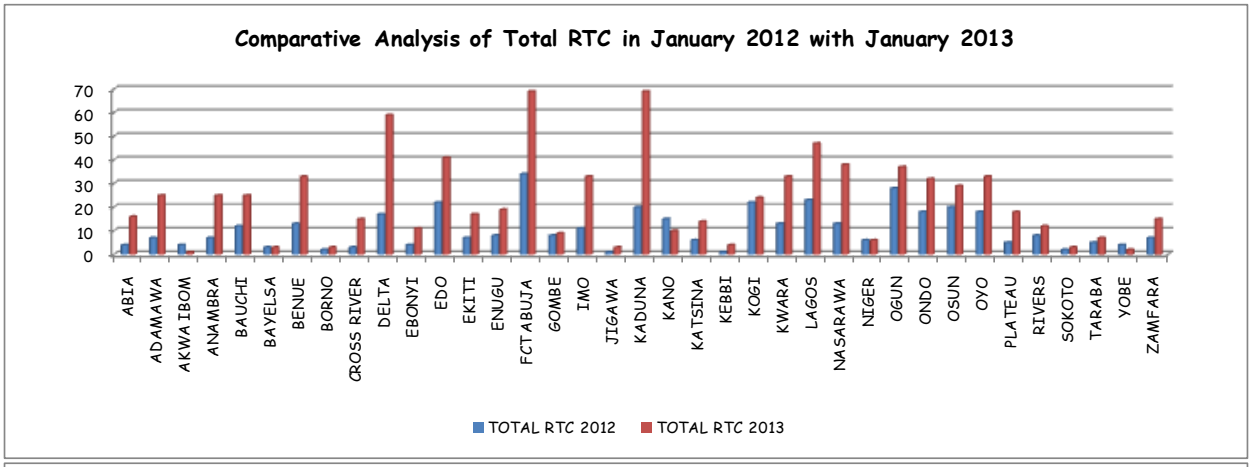
OR Salam
Assistant Corps Commander
Editor-In-Chief

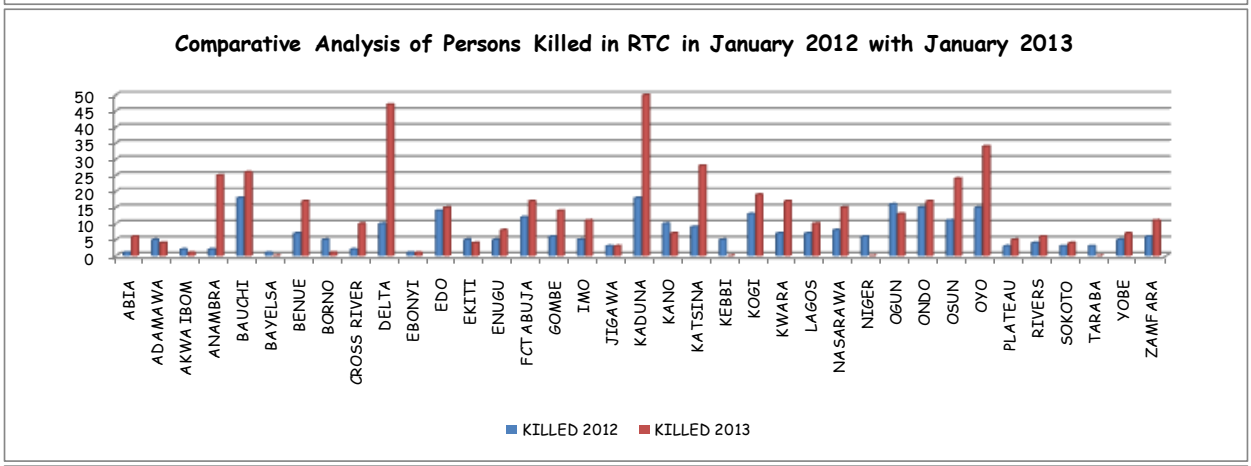
2012/2013 MONTH BY MONTH RTC COMPARISON AND CORRESPONDING CHARTS

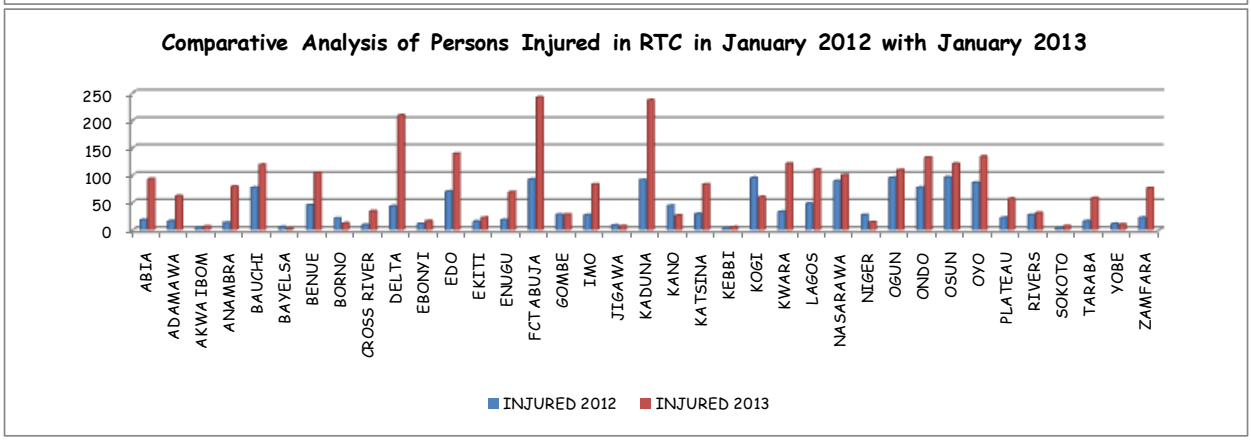
JANUARY 2012/2013 RTC COMPARISON

STATES	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	4	16	1	6	18	93
ADAMAWA	7	25	5	4	16	62
AKWA IBOM	4	1	2	1	4	6
ANAMBRA	7	25	2	25	13	79
BAUCHI	12	25	18	26	77	119
BAYELSA	3	3	1	0	5	2
BENUE	13	33	7	17	45	104
BORNO	2	3	5	1	21	12
CROSS RIVER	3	15	2	10	9	34
DELTA	17	59	10	47	43	209
EBONYI	4	11	1	1	11	16
EDO	22	41	14	15	70	139
EKITI	7	17	5	4	15	22
ENUGU	8	19	5	8	18	69
FCT ABUJA	34	69	12	17	92	242
GOMBE	8	9	6	14	28	28
IMO	11	33	5	11	27	83
JIGAWA	1	3	3	3	8	7
KADUNA	20	69	18	50	91	237
KANO	15	10	10	7	44	26
KATSINA	6	14	9	28	29	83
KEBBI	1	4	5	0	3	5
KOGI	22	24	13	19	95	60
KWARA	13	33	7	17	33	121
LAGOS	23	47	7	10	48	110
NASARAWA	13	38	8	15	89	100
NIGER	6	6	6	0	27	14
OGUN	28	37	16	13	95	109
ONDO	18	32	15	17	77	132
OSUN	20	29	11	24	96	121
OYO	18	33	15	34	86	134
PLATEAU	5	18	3	5	22	57
RIVERS	8	12	4	6	27	31
SOKOTO	2	3	3	4	3	7
TARABA	5	7	3	0	16	58
YOBE	4	2	5	7	11	10
ZAMFARA	7	15	6	11	22	76
TOTAL	401	840	268	477	1434	2817

CHART OF JANUARY 2012/2013 RTC COMPARISON ON STATES BASIS





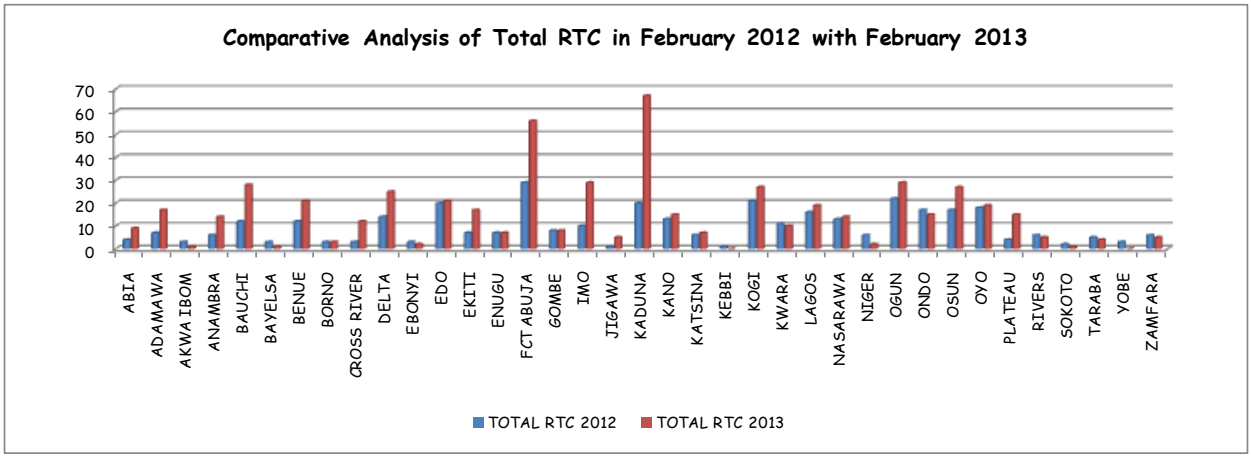


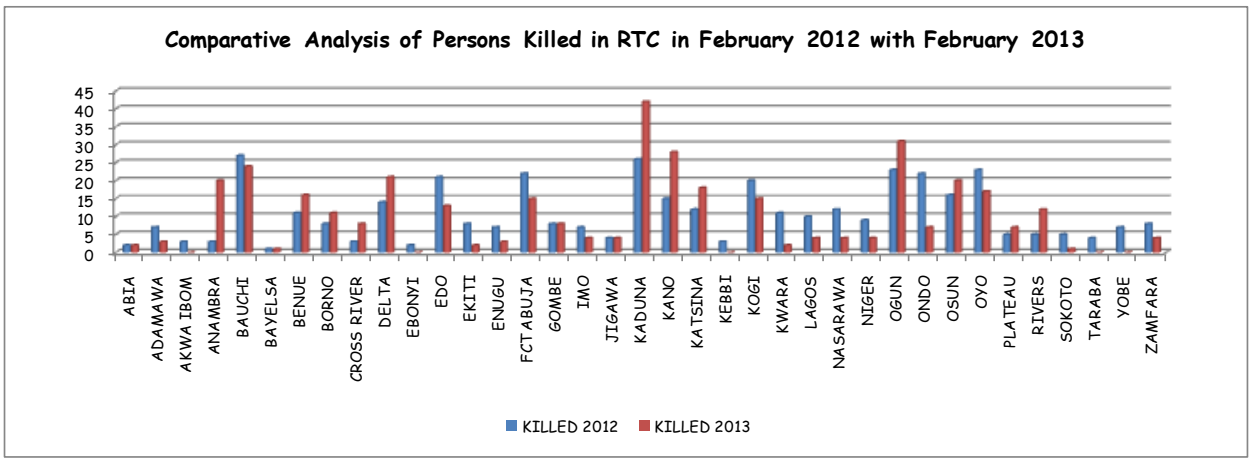
FEBRUARY 2012/2013 RTC COMPARISON

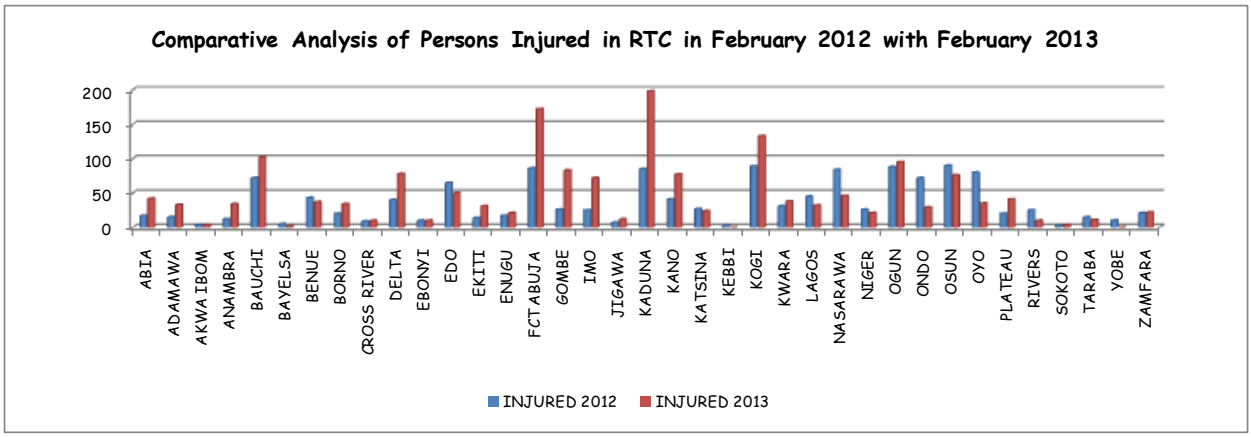
February

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	4	9	2	2	17	42
ADAMAWA	7	17	7	3	15	33
AKWA IBOM	3	1	3	0	4	4
ANAMBRA	6	14	3	20	12	34
BAUCHI	12	28	27	24	72	102
BAYELSA	3	1	1	1	5	2
BENUE	12	21	11	16	43	37
BORNO	3	3	8	11	20	34
CROSS RIVER	3	12	3	8	9	10
DELTA	14	25	14	21	40	78
EBONYI	3	2	2	0	10	10
EDO	20	21	21	13	65	50
EKITI	7	17	8	2	14	31
ENUGU	7	7	7	3	17	21
FCT ABUJA	29	56	22	15	86	172
GOMBE	8	8	8	8	26	83
IMO	10	29	7	4	25	72
JIGAWA	1	5	4	**4**	7	**12**
KADUNA	20	67	26	42	85	198
KANO	13	15	15	28	41	77
KATSINA	6	7	12	18	27	24
KEBBI	1	0	3	0	3	0
KOGI	21	27	20	15	89	133
KWARA	11	10	11	2	31	38
LAGOS	16	19	10	4	45	32
NASARAWA	13	14	12	4	84	46
NIGER	6	2	9	4	26	21
OGUN	22	29	23	31	88	95
ONDO	17	15	22	7	72	29
OSUN	17	27	16	20	90	76
OYO	18	19	23	17	80	35
PLATEAU	4	15	5	7	20	41
RIVERS	6	5	5	12	25	10
SOKOTO	2	1	5	1	3	4
TARABA	5	4	4	0	15	11
YOBE	3	0	7	0	10	0
ZAMFARA	6	5	8	4	21	22
TOTAL	359	557	394	371	1342	1719

CHART OF FEBRUARY 2012/2013 RTC COMPARISON ON STATES BASIS





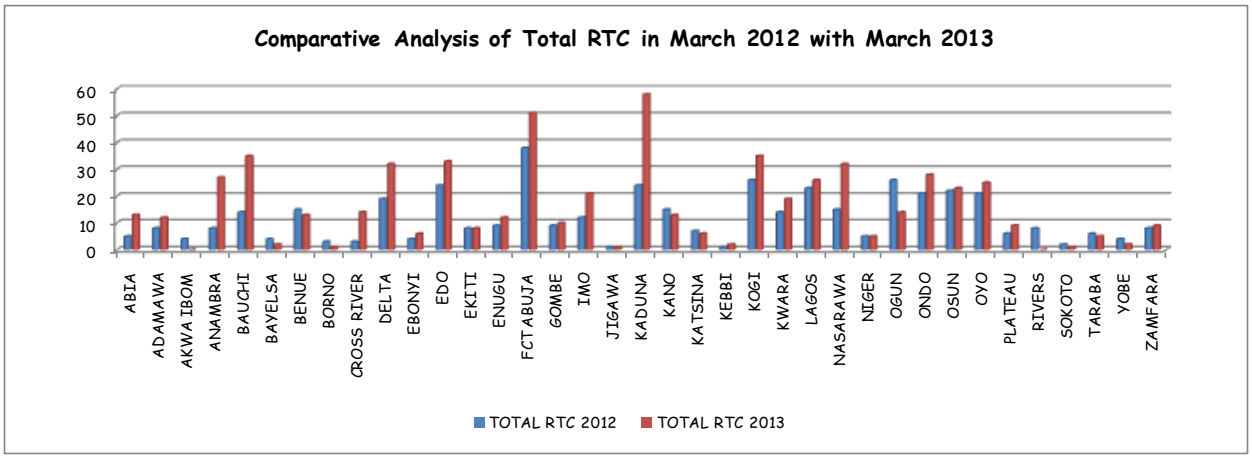


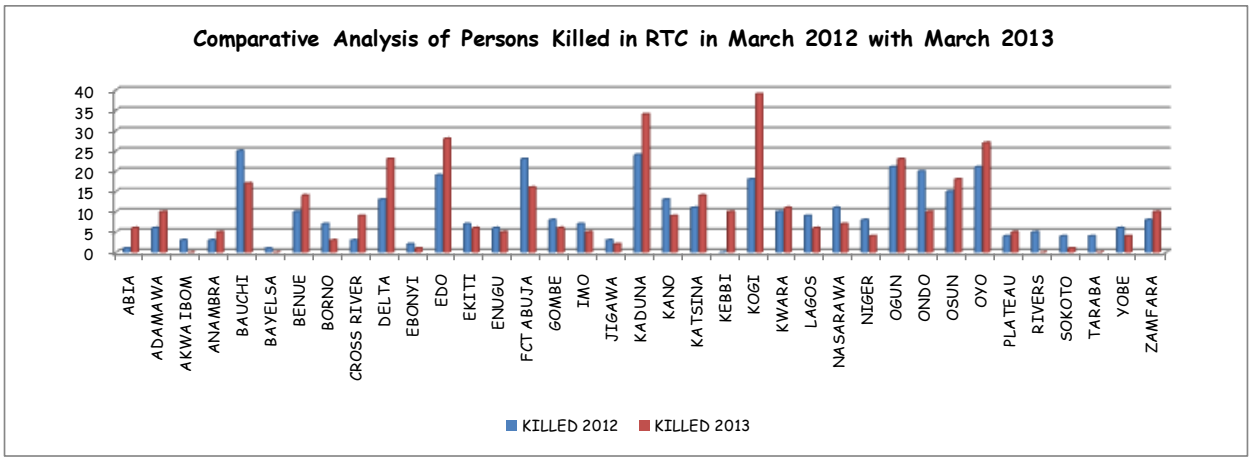
MARCH 2012/2013 RTC COMPARISON

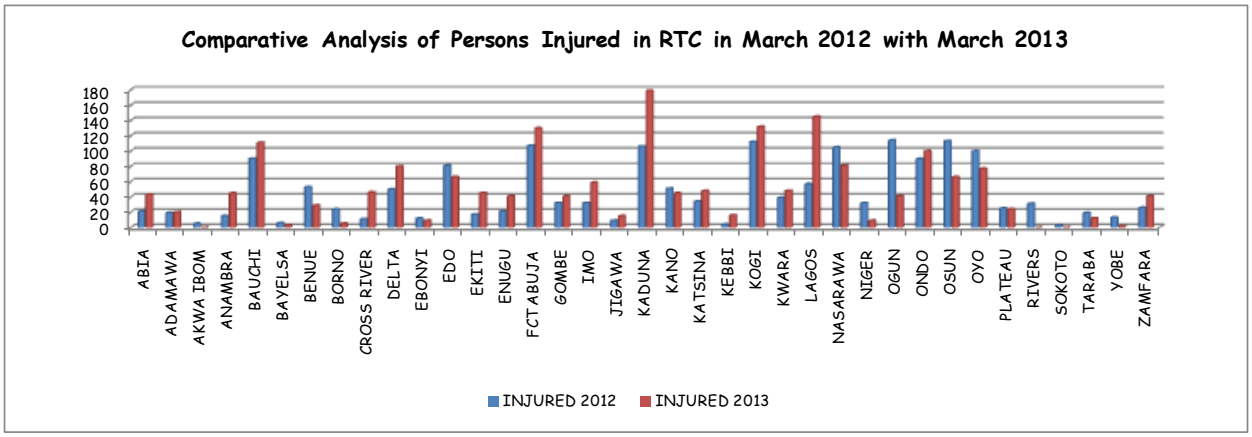
March

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	5	13	1	6	21	43
ADAMAWA	8	12	6	10	19	20
AKWA IBOM	4	0	3	0	5	0
ANAMBRA	8	27	3	5	15	45
BAUCHI	14	35	25	17	90	111
BAYELSA	4	2	1	0	6	3
BENUE	15	13	10	14	53	29
BORNO	3	1	7	3	24	5
CROSS RIVER	3	14	3	9	11	46
DELTA	19	32	13	23	50	80
EBONYI	4	6	2	1	12	9
EDO	24	33	19	28	81	66
EKITI	8	8	7	6	17	45
ENUGU	9	12	6	5	21	41
FCT ABUJA	38	51	23	16	107	130
GOMBE	9	10	8	6	32	41
IMO	12	21	7	5	32	59
JIGAWA	1	1	3	2	9	15
KADUNA	24	58	24	34	106	179
KANO	15	13	13	9	51	45
KATSINA	7	6	11	14	34	48
KEBBI	1	2	0	10	4	16
KOGI	26	35	18	39	112	132
KWARA	14	19	10	11	39	48
LAGOS	23	26	9	6	57	145
NASARAWA	15	32	11	7	105	81
NIGER	5	5	8	4	32	9
OGUN	26	14	21	23	114	41
ONDO	21	28	20	10	90	100
OSUN	22	23	15	18	113	66
OYO	21	25	21	27	100	77
PLATEAU	6	9	4	5	25	24
RIVERS	8	0	5	0	31	0
SOKOTO	2	1	4	1	3	0
TARABA	6	5	4	0	19	12
YOBE	4	2	6	4	13	2
ZAMFARA	8	9	8	10	26	41
TOTAL	442	603	359	388	1679	1854

CHART OF MARCH 2012/2013 RTC COMPARISON ON STATES BASIS





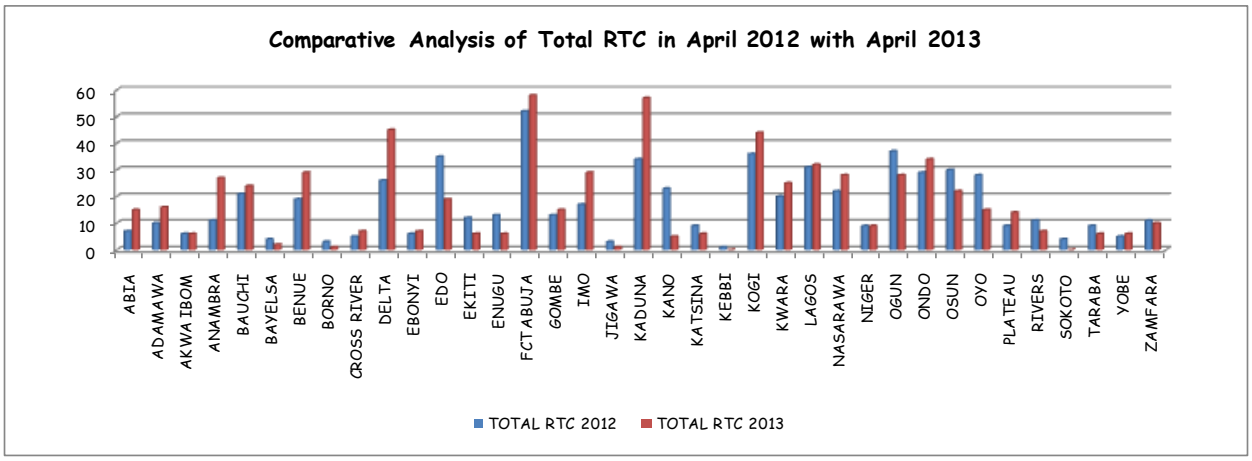


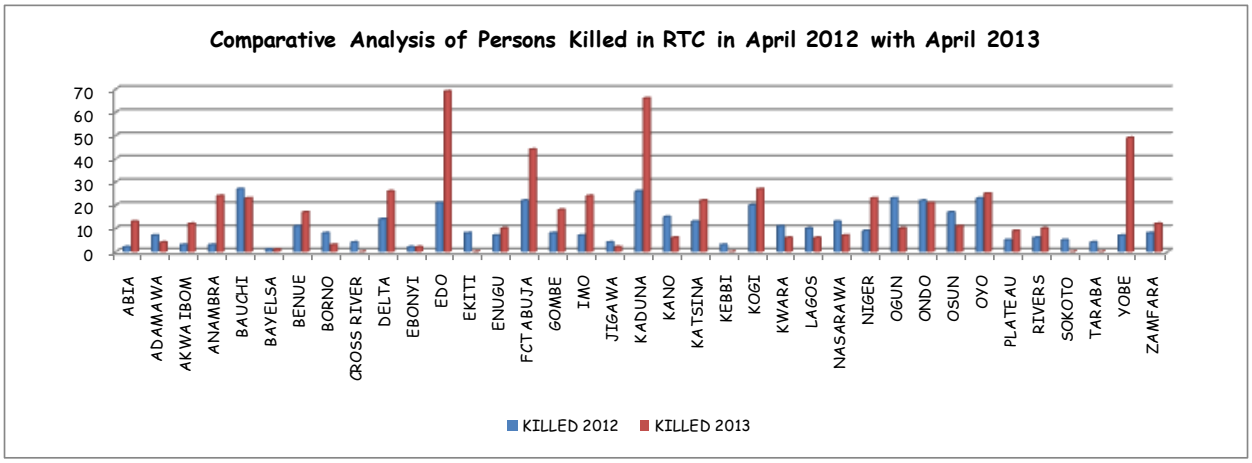
APRIL 2012/2013 RTC COMPARISON

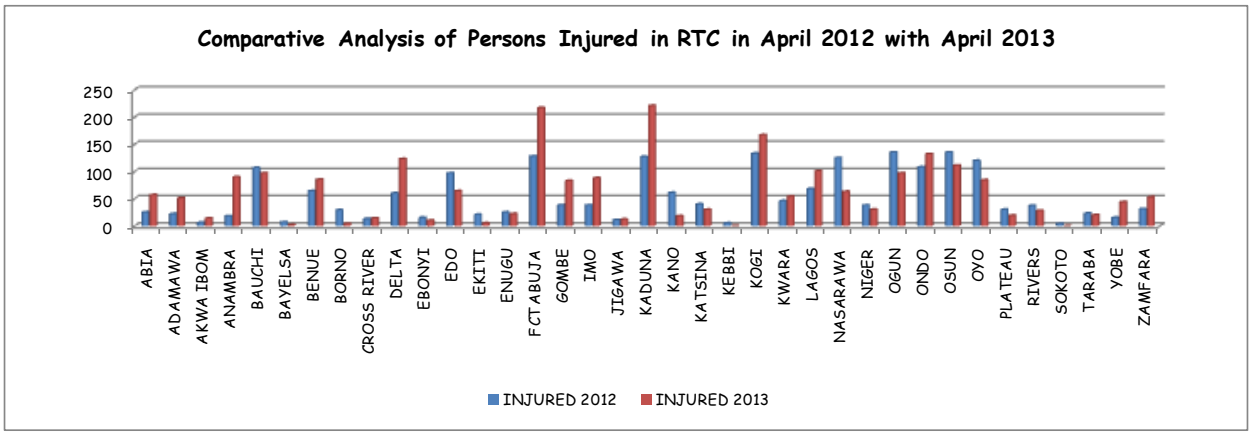
April

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	7	15	2	13	25	57
ADAMAWA	10	16	7	4	22	51
AKWA IBOM	6	6	3	12	6	14
ANAMBRA	11	27	3	24	18	90
BAUCHI	21	24	27	23	107	97
BAYELSA	4	2	1	1	7	2
BENUE	19	29	11	17	64	85
BORNO	3	1	8	3	29	4
CROSS RIVER	5	7	4	0	13	14
DELTA	26	45	14	26	60	123
EBONYI	6	7	2	2	15	10
EDO	35	19	21	69	97	64
EKITI	12	6	8	0	21	5
ENUGU	13	6	7	10	25	22
FCT ABUJA	52	58	22	44	128	217
GOMBE	13	15	8	18	38	83
IMO	17	29	7	24	38	88
JIGAWA	3	1	4	2	11	12
KADUNA	34	57	26	66	127	221
KANO	23	5	15	6	61	18
KATSINA	9	6	13	22	40	30
KEBBI	1	0	3	0	5	0
KOGI	36	44	20	27	133	167
KWARA	20	25	11	6	46	54
LAGOS	31	32	10	6	68	101
NASARAWA	22	28	13	7	125	63
NIGER	9	9	9	23	38	30
OGUN	37	28	23	10	135	97
ONDO	29	34	22	21	108	132
OSUN	30	22	17	11	135	111
OYO	28	15	23	25	120	84
PLATEAU	9	14	5	9	30	19
RIVERS	11	7	6	10	37	28
SOKOTO	4	0	5	0	4	0
TARABA	9	6	4	0	23	20
YOBE	5	6	7	49	15	44
ZAMFARA	11	10	8	12	31	53
TOTAL	621	661	399	602	2005	2310

CHART OF APRIL 2012/2013 RTC COMPARISON ON STATES BASIS





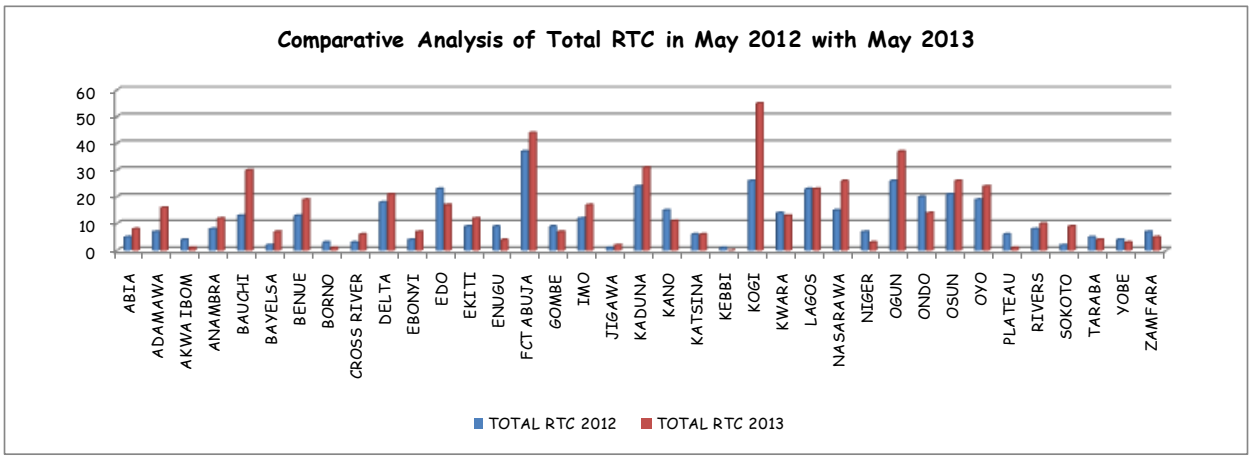


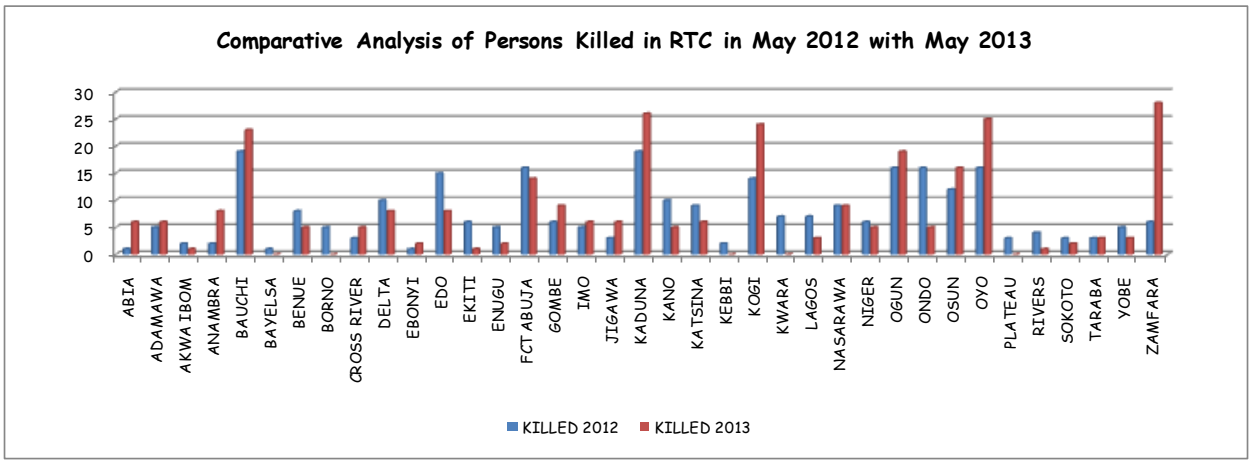
MAY 2012/2013 RTC COMPARISON

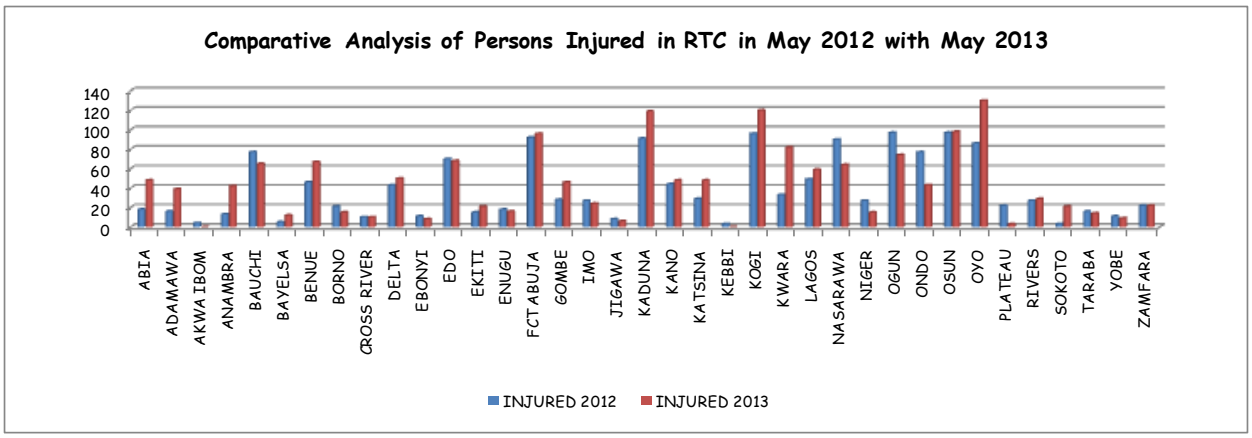
May

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	5	8	1	6	18	48
ADAMAWA	7	16	5	6	16	39
AKWA IBOM	4	1	2	1	4	0
ANAMBRA	8	12	2	8	13	42
BAUCHI	13	30	19	23	77	65
BAYELSA	2	7	1	0	5	12
BENUE	13	19	8	5	46	67
BORNO	3	1	5	0	21	15
CROSS RIVER	3	6	3	5	10	10
DELTA	18	21	10	8	43	50
EBONYI	4	7	1	2	11	8
EDO	23	17	15	8	70	68
EKITI	9	12	6	1	15	21
ENUGU	9	4	5	2	18	16
FCT ABUJA	37	44	16	14	92	96
GOMBE	9	7	6	9	28	46
IMO	12	17	5	6	27	24
JIGAWA	1	2	3	6	8	6
KADUNA	24	31	19	26	91	119
KANO	15	11	10	5	44	48
KATSINA	6	6	9	6	29	48
KEBBI	1	0	2	0	3	0
KOGI	26	55	14	24	96	120
KWARA	14	13	7	0	33	82
LAGOS	23	23	7	3	49	59
NASARAWA	15	26	9	9	90	64
NIGER	7	3	6	5	27	15
OGUN	26	37	16	19	97	74
ONDO	20	14	16	5	77	43
OSUN	21	26	12	16	97	98
OYO	19	24	16	25	86	130
PLATEAU	6	1	3	0	22	3
RIVERS	8	10	4	1	27	29
SOKOTO	2	9	3	2	3	21
TARABA	5	4	3	3	16	14
YOBE	4	3	5	3	11	9
ZAMFARA	7	5	6	28	22	22
TOTAL	429	532	280	290	1442	1631

CHART OF MAY 2012/2013 RTC COMPARISON ON STATES BASIS





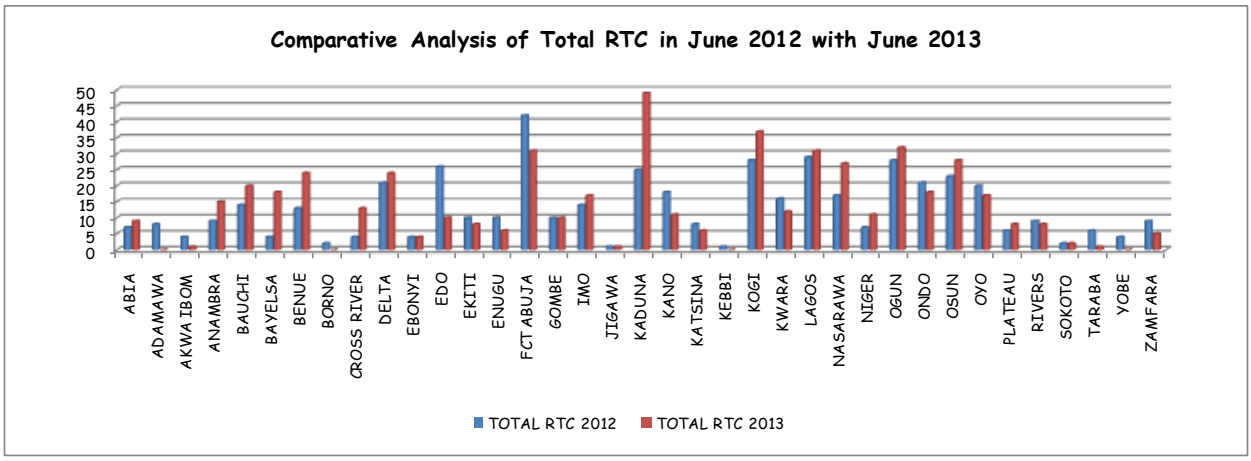


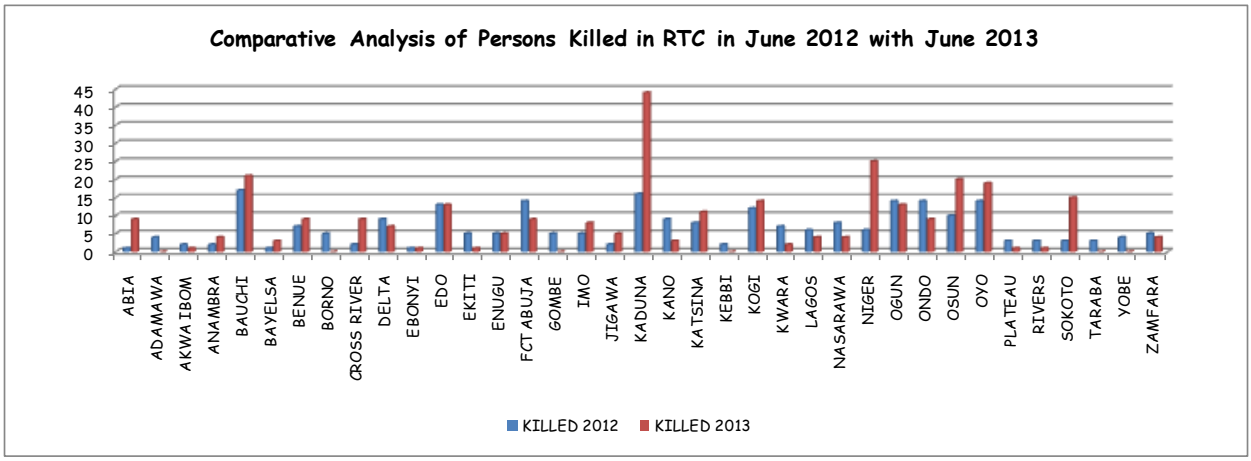
JUNE 2012/2013 RTC COMPARISON

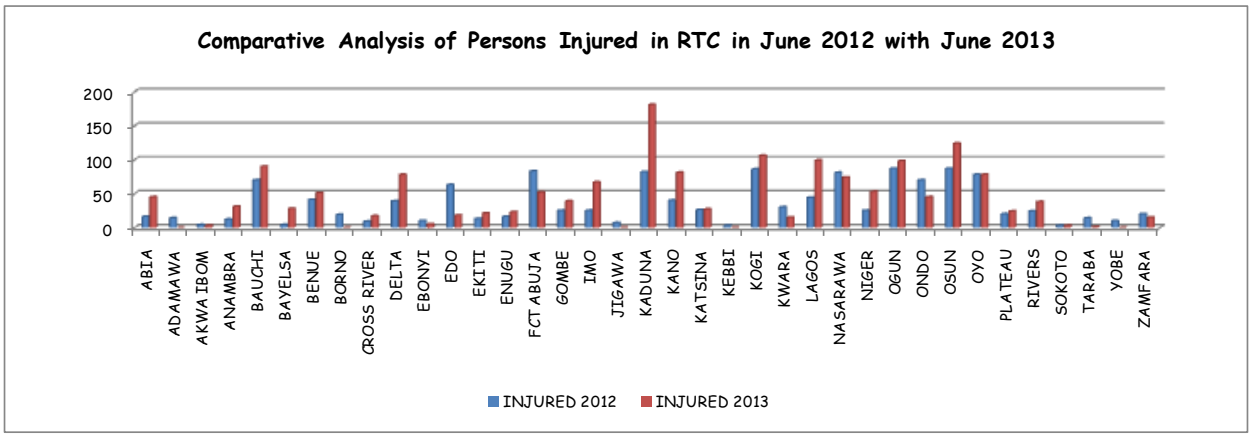
June

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	7	9	1	9	16	45
ADAMAWA	8	0	4	0	14	0
AKWA IBOM	4	1	2	1	4	3
ANAMBRA	9	15	2	4	12	31
BAUCHI	14	20	17	21	70	90
BAYELSA	4	18	1	3	4	28
BENUE	13	24	7	9	41	51
BORNO	2	0	5	0	19	0
CROSS RIVER	4	13	2	9	9	17
DELTA	21	24	9	7	39	78
EBONYI	4	4	1	1	10	5
EDO	26	10	13	13	63	18
EKITI	10	8	5	1	13	21
ENUGU	10	6	5	5	16	23
FCT ABUJA	42	31	14	9	83	52
GOMBE	10	10	5	0	25	39
IMO	14	17	5	8	25	67
JIGAWA	1	1	2	5	7	0
KADUNA	25	49	16	44	82	181
KANO	18	11	9	3	40	81
KATSINA	8	6	8	11	26	27
KEBBI	1	0	2	0	3	0
KOGI	28	37	12	14	86	106
KWARA	16	12	7	2	30	15
LAGOS	29	31	6	4	44	99
NASARAWA	17	27	8	4	81	74
NIGER	7	11	6	25	25	53
OGUN	28	32	14	13	87	98
ONDO	21	18	14	9	70	45
OSUN	23	28	10	20	87	124
OYO	20	17	14	19	78	78
PLATEAU	6	8	3	1	20	24
RIVERS	9	8	3	1	24	38
SOKOTO	2	2	3	15	3	3
TARABA	6	1	3	0	14	1
YOBE	4	0	4	0	10	0
ZAMFARA	9	5	5	4	20	15
TOTAL	480	514	247	294	1300	1630

CHART OF JUNE 2012/2013 RTC COMPARISON ON STATES BASIS





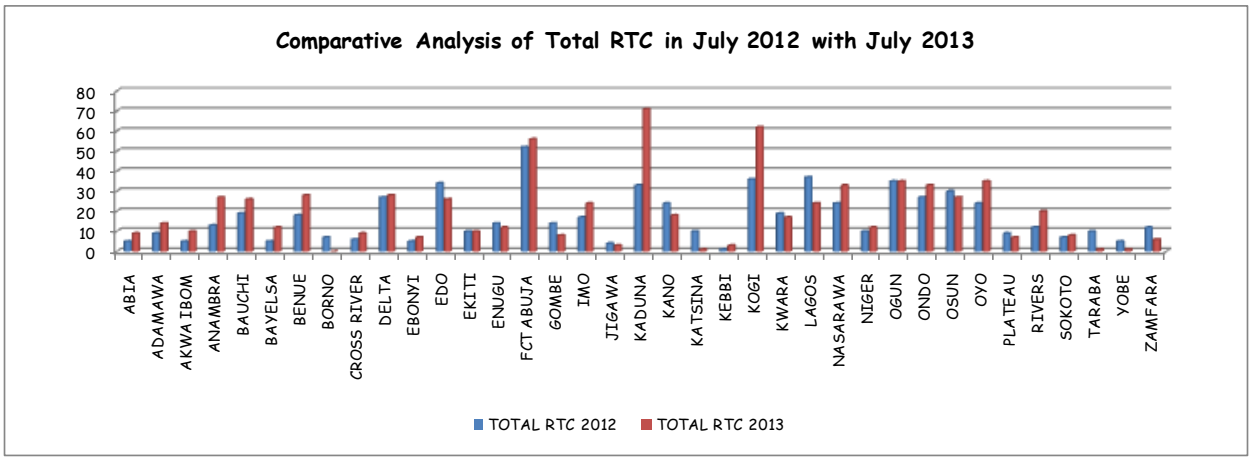


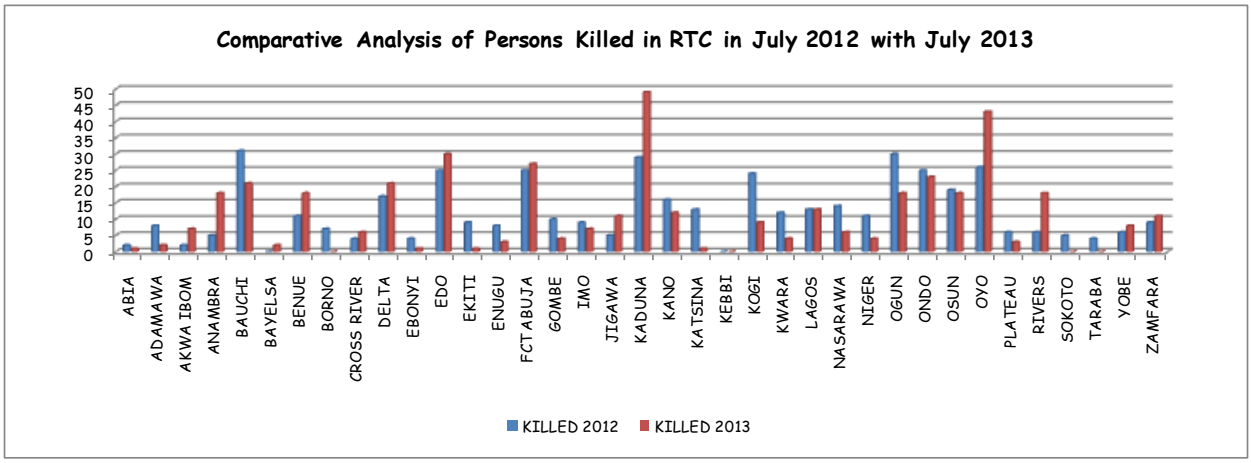
JULY 2012/2013 RTC COMPARISON

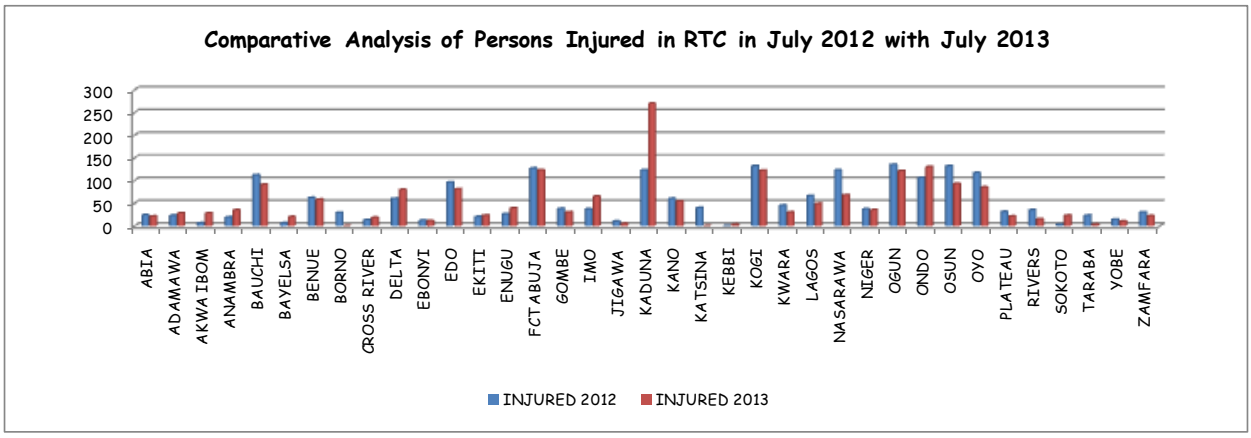
July

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	5	9	2	1	24	21
ADAMAWA	9	14	8	2	23	28
AKWA IBOM	5	10	2	7	6	28
ANAMBRA	13	27	5	18	19	35
BAUCHI	19	26	31	21	112	91
BAYELSA	5	12	0	2	6	20
BENUE	18	28	11	18	62	58
BORNO	7	0	7	0	29	0
CROSS RIVER	6	9	4	6	13	18
DELTA	27	28	17	21	60	80
EBONYI	5	7	4	1	12	11
EDO	34	26	25	30	96	81
EKITI	10	10	9	1	20	23
ENUGU	14	12	8	3	26	39
FCT ABUJA	52	56	25	27	127	123
GOMBE	14	8	10	4	38	30
IMO	17	24	9	7	37	65
JIGAWA	4	3	5	11	10	5
KADUNA	33	71	29	49	123	270
KANO	24	18	16	12	60	54
KATSINA	10	1	13	1	40	0
KEBBI	1	3	0	0	0	3
KOGI	36	62	24	9	132	122
KWARA	19	17	12	4	45	30
LAGOS	37	24	13	13	66	49
NASARAWA	24	33	14	6	123	68
NIGER	10	12	11	4	37	35
OGUN	35	35	30	18	135	121
ONDO	27	33	25	23	106	130
OSUN	30	27	19	18	132	93
OYO	24	35	26	43	117	85
PLATEAU	9	7	6	3	31	21
RIVERS	12	20	6	18	35	15
SOKOTO	7	8	5	0	3	23
TARABA	10	1	4	0	23	3
YOBE	5	1	6	8	14	10
ZAMFARA	12	6	9	11	30	22
TOTAL	629	723	450	420	1972	1910

CHART OF JULY 2012/2013 RTC COMPARISON ON STATES BASIS





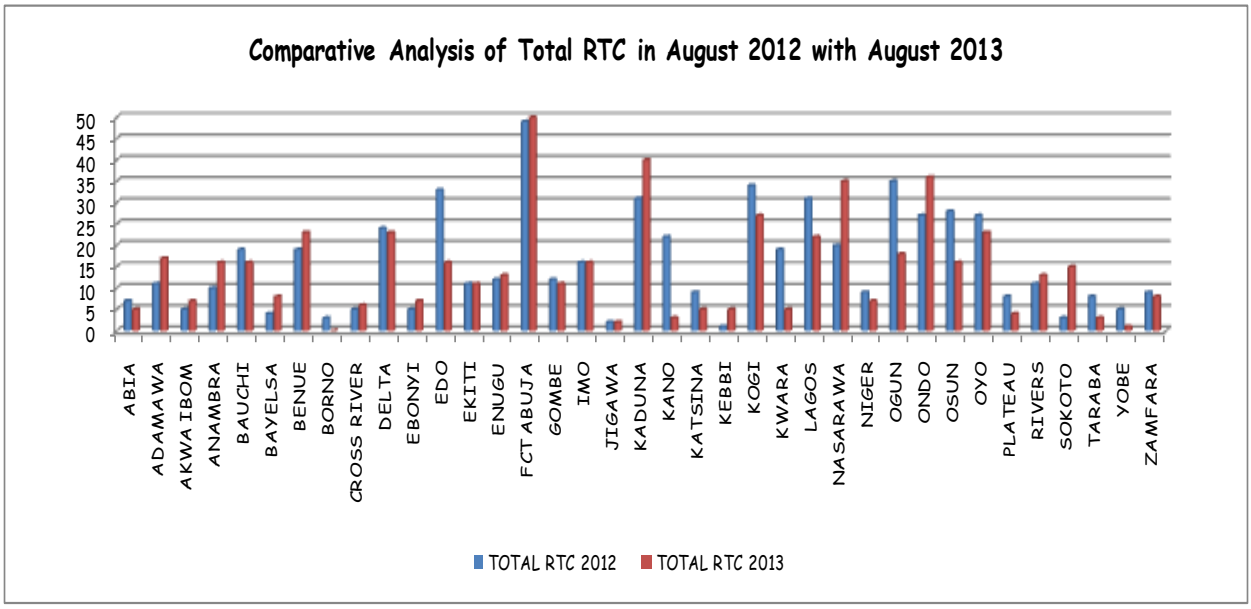


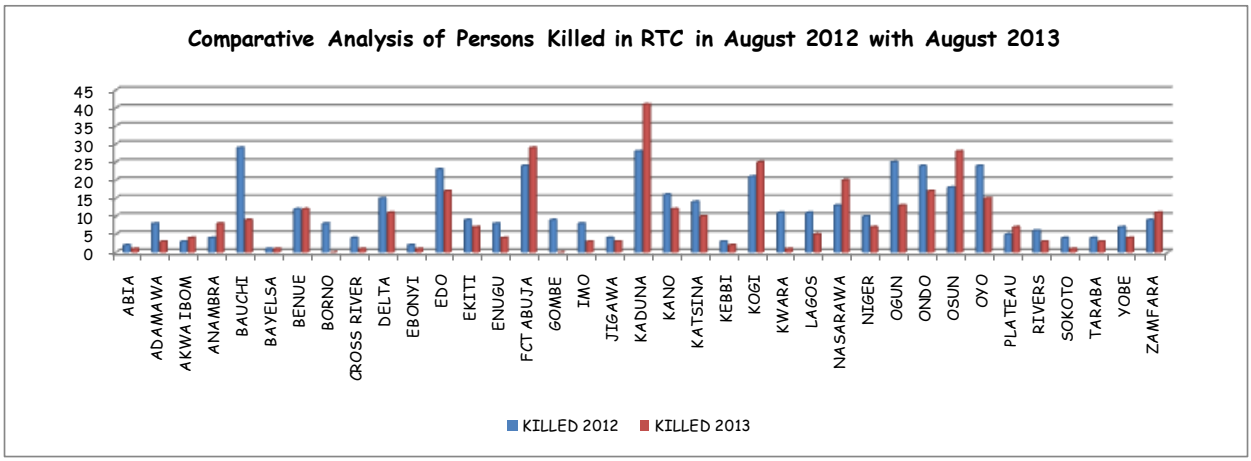
AUGUST 2012/2013 RTC COMPARISON

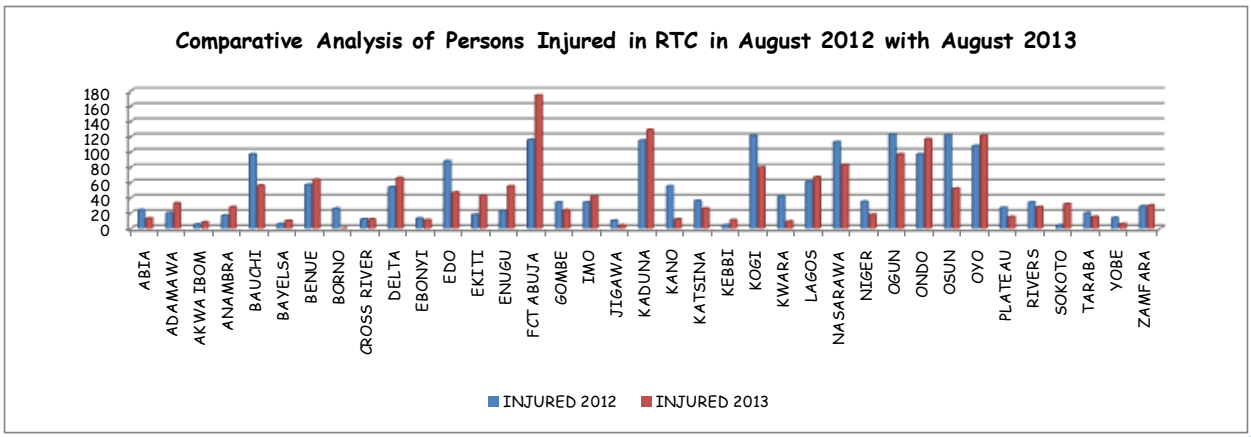
August

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	7	5	2	1	24	13
ADAMAWA	11	17	8	3	20	33
AKWA IBOM	5	7	3	4	5	8
ANAMBRA	10	16	4	8	17	28
BAUCHI	19	16	29	9	97	56
BAYELSA	4	8	1	1	6	10
BENUE	19	23	12	12	57	64
BORNO	3	0	8	0	26	0
CROSS RIVER	5	6	4	1	12	12
DELTA	24	23	15	11	54	66
EBONYI	5	7	2	1	13	11
EDO	33	16	23	17	88	47
EKITI	11	11	9	7	18	43
ENUGU	12	13	8	4	23	55
FCT ABUJA	49	50	24	29	116	174
GOMBE	12	11	9	0	34	24
IMO	16	16	8	3	34	42
JIGAWA	2	2	4	3	10	4
KADUNA	31	40	28	41	115	129
KANO	22	3	16	12	55	12
KATSINA	9	5	14	10	36	26
KEBBI	1	5	3	2	4	11
KOGI	34	27	21	25	121	80
KWARA	19	5	11	1	42	9
LAGOS	31	22	11	5	61	67
NASARAWA	20	35	13	20	113	83
NIGER	9	7	10	7	35	18
OGUN	35	18	25	13	123	97
ONDO	27	36	24	17	97	117
OSUN	28	16	18	28	122	52
OYO	27	23	24	15	108	121
PLATEAU	8	4	5	7	27	15
RIVERS	11	13	6	3	34	28
SOKOTO	3	15	4	1	4	32
TARABA	8	3	4	3	20	15
YOBE	5	1	7	4	14	6
ZAMFARA	9	8	9	11	29	30
TOTAL	584	533	426	339	1814	1638

CHART OF AUGUST 2012/2013 RTC COMPARISON ON STATES BASIS





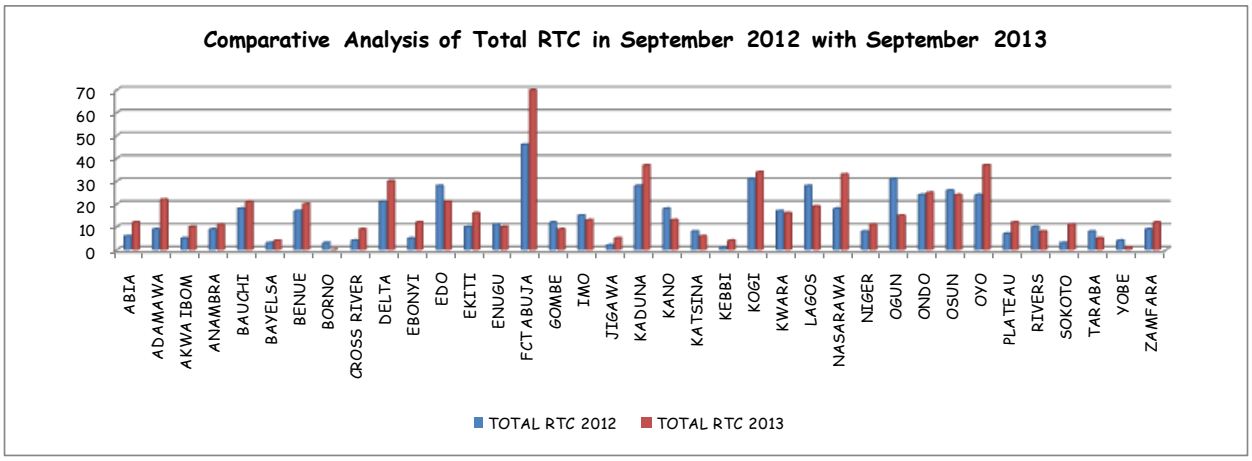


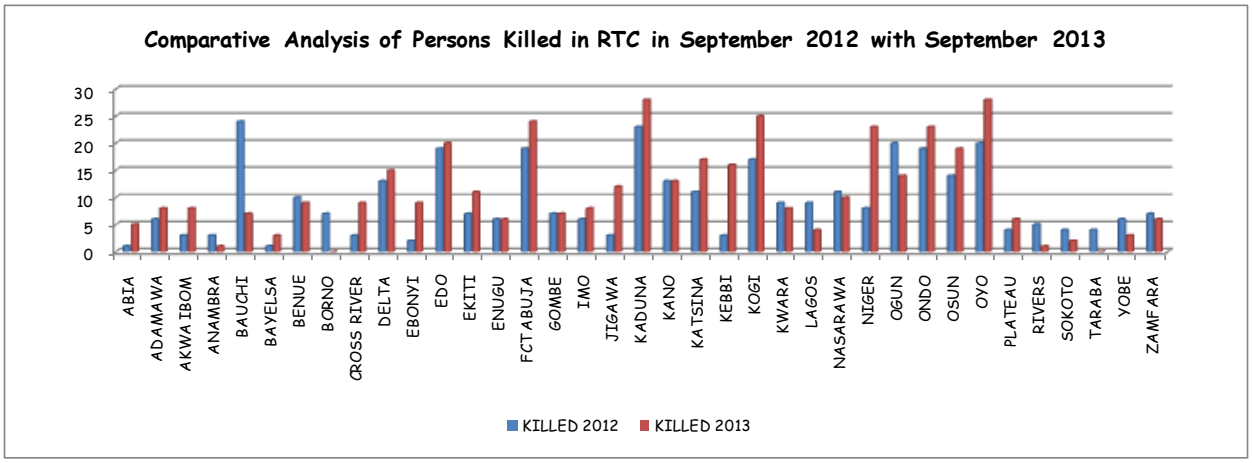
SEPTEMBER 2012/2013 RTC COMPARISON

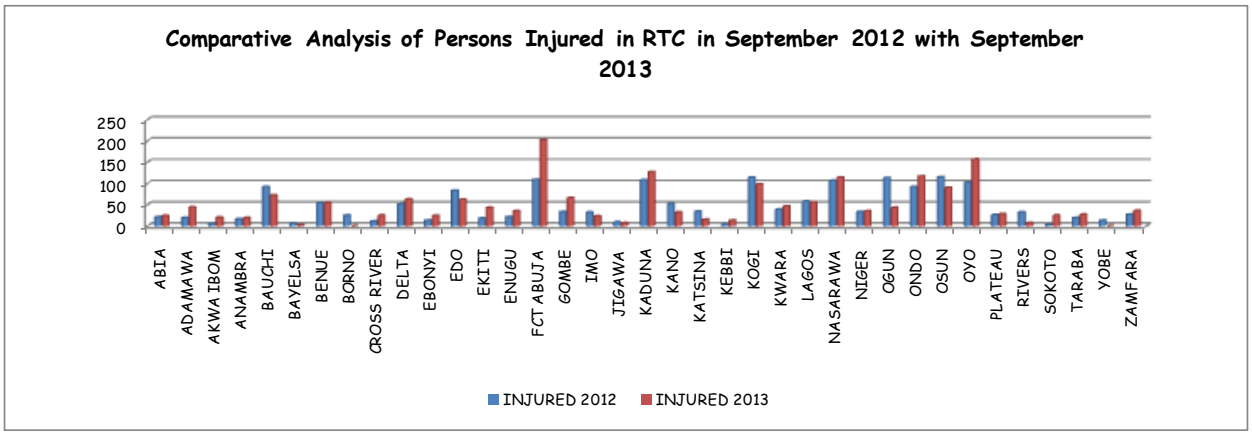
September

COMMAND	TOTAL RTC 2012	TOTAL RTC 2013	KILLED 2012	KILLED 2013	INJURED 2012	INJURED 2013
ABIA	6	12	1	5	21	24
ADAMAWA	9	22	6	8	19	44
AKWA IBOM	5	10	3	8	5	20
ANAMBRA	9	11	3	1	16	19
BAUCHI	18	21	24	7	92	72
BAYELSA	3	4	1	3	6	2
BENUE	17	20	10	9	54	55
BORNO	3	0	7	0	25	0
CROSS RIVER	4	9	3	9	11	25
DELTA	21	30	13	15	51	63
EBONYI	5	12	2	9	13	24
EDO	28	21	19	20	83	62
EKITI	10	16	7	11	18	43
ENUGU	11	10	6	6	21	35
FCT ABUJA	46	70	19	24	109	202
GOMBE	12	9	7	7	33	66
IMO	15	13	6	8	32	23
JIGAWA	2	5	3	12	9	7
KADUNA	28	37	23	28	108	127
KANO	18	13	13	13	52	32
KATSINA	8	6	11	17	34	15
KEBBI	1	4	3	16	4	13
KOGI	31	34	17	25	114	98
KWARA	17	16	9	8	39	46
LAGOS	28	19	9	4	58	56
NASARAWA	18	33	11	10	107	114
NIGER	8	11	8	23	33	35
OGUN	31	15	20	14	113	43
ONDO	24	25	19	23	92	117
OSUN	26	24	14	19	115	90
OYO	24	37	20	28	102	157
PLATEAU	7	12	4	6	26	28
RIVERS	10	8	5	1	32	7
SOKOTO	3	11	4	2	3	25
TARABA	8	5	4	0	19	27
YOBE	4	1	6	3	13	0
ZAMFARA	9	12	7	6	27	36
TOTAL	527	618	347	408	1709	1852

CHART OF SEPTEMBER 2012/2013 RTC COMPARISON ON STATES BASIS







RTC AND ROUTE ANALYSIS SUMMARY WEEK 41-43

WEEK 41 RTC AND ROUTE ANALYSIS SUMMARY

- ***A total of 176 road crashes occurred in week 41. Out of these crashes, there were 30 routes where road crashes occurred more than once as seen on the summary table on slide one(1) of this analysis.***

- ***1,236 persons in total were involved in the 176 road crashes of which 574 persons were injured and 130 persons died as a result. The number of men that were killed and injured are 100 and 445 respectively while women killed and injured are 17 and 107 respectively. Children were not spared as 9 boys and 4 girls were killed while 12 boys and 10 girls were injured.***

- ***Kubwa-Abuja route recorded the highest number of times (10 times) road crash occurred within the week with more than one road crash per day. Keffi-Masaka and Kano-Zaria routes followed with 6 and 5 road crashes along their respectively routes.***

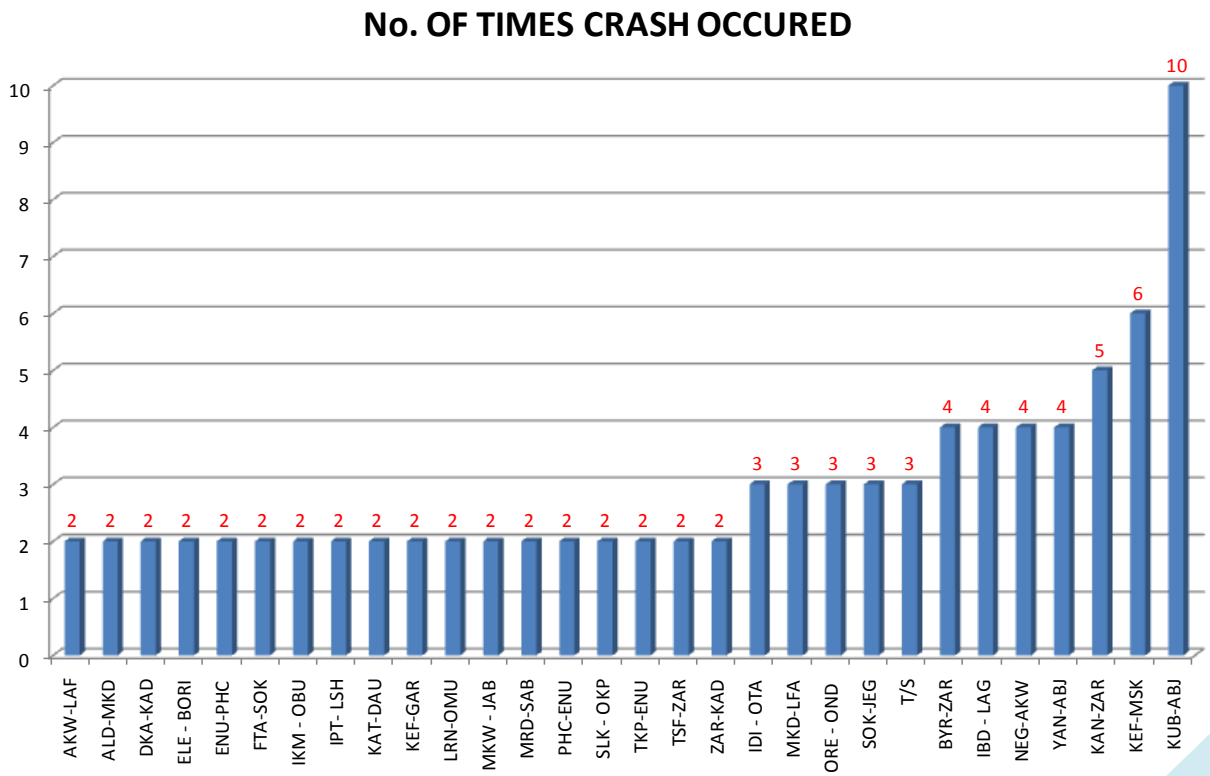
- ***Mokwa-Jebba route recorded the highest number of persons killed (23). So far in the route analysis, this happens to be the highest ever witnessed in a week. However, Katsina-Daura route followed with 10 persons being killed in one week.***

- ***Mokwa-Jebba route recorded the highest number of persons that were injured just as it led the routes of those killed. Ondo-Ore, Kubwa –Abuja, Portharcourt-Enugu routes followed the trail of routes with high number of persons injured with values of 26, 20, 19 and 17 respectively***

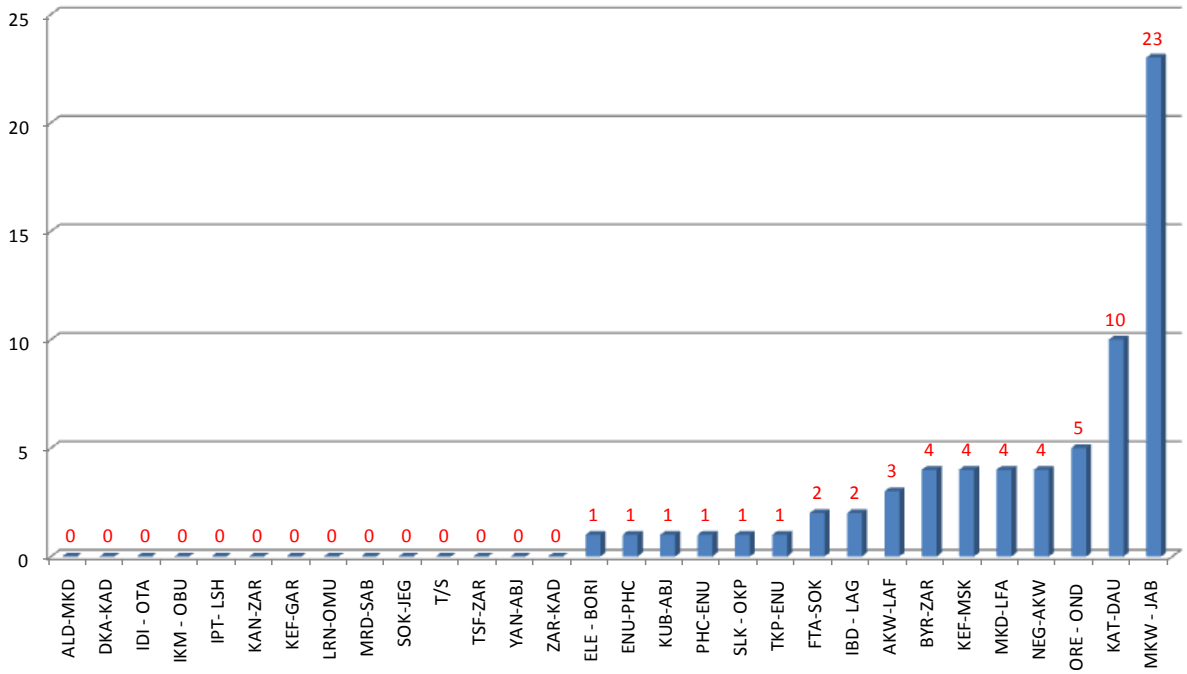
- ***Mokwa-Jebba route recorded the highest severity index with a value of 11.5, the highest so far recorded.***

TABLE OF IDENTIFIED ROUTES, NUMBER OF ROAD CRASHES AND RTC DETAILS WITHIN THE WEEK

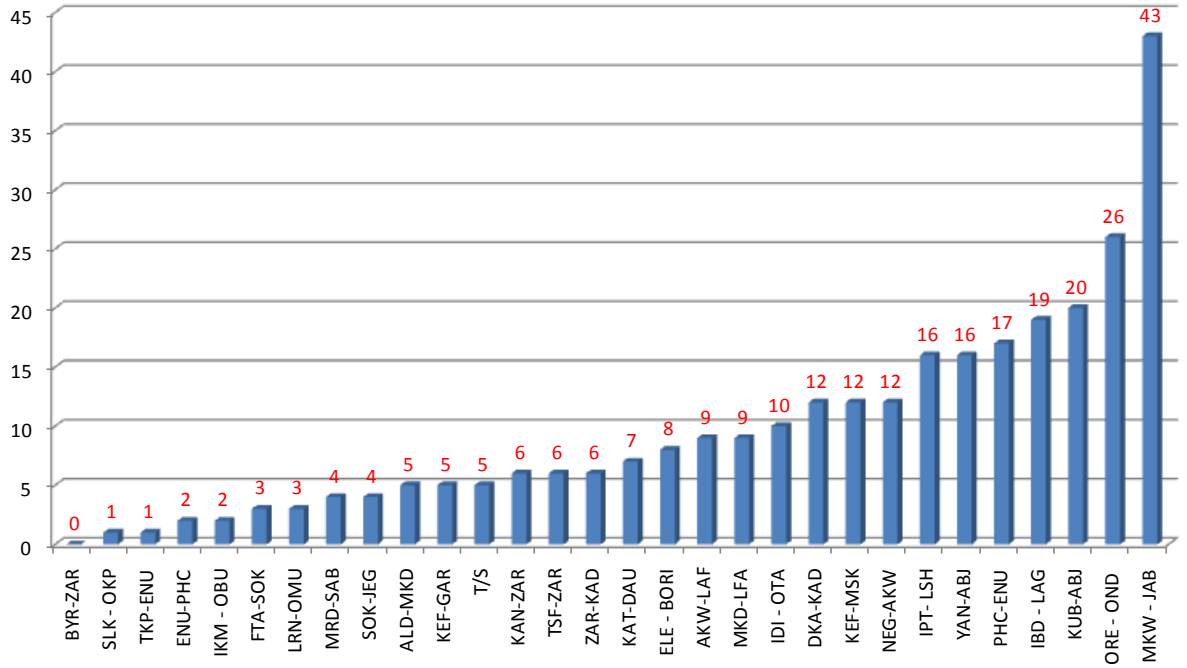
					INJURED					KILLED					PEOPLE INVOLVED				
					ADULT		CHILDREN			ADULT		CHILDREN			ADULT		CHILDREN		
S/No	REPORTING COMMAND	ROUTE	No. OF TIMES CRASH OCCURRED	PROBABLE CAUSE	M	F	M	F	TOTAL	M	F	M	F	TOTAL	M	F	M	F	TOTAL
1	RS4.31	AKW-LAF	2	DGD	8	1	0	0	9	3	0	0	0	3	28	5	0	0	33
2	RS4.2	ALD-MKD	2	JINDHENG	1	2	1	1	5	0	0	0	0	0	3	2	1	1	7
3	RS1.17	BYR-ZAR	4	SPV, RTV	11	0	2	1	0	2	2	1	1	4	24	2	3	2	31
4	RS1.16 KAKAU	DKA-KAD	2	DGD, OLV	5	4	2	1	12	0	0	0	0	0	6	4	2	1	13
5	RS6.11 ELEME	ELE - BORI	2	MDV	8	0	0	0	8	1	0	0	0	1	16	5	0	0	21
6	RS9.13	ENU-PHC	2	SPV	2	0	0	0	2	1	0	0	0	1	12	9	0	0	21
7	RS1.31	FTA-SOK	2	SPV, LOC	3	0	0	0	3	2	0	0	0	2	7	0	0	0	7
8	RS11.32	IBD - LAG	4	SPV, LOC	8	9	2	0	19	2	0	0	0	2	13	9	2	0	24
9	RS2.28 IDIROKO	IDI - OTA	3	DGD, DOT	10	0	0	0	10	0	0	0	0	0	22	9	0	0	31
10	RS6.22 IKOM	IKM - OBU	2	SPV	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8
11	RS11.13 IPETU IJASHA	IPT- LSH	2	SPV	14	2	0	0	16	0	0	0	0	0	20	2	0	0	22
12	RS1.25	KAN-ZAR	5	DGD, LOC	6	0	0	0	6	0	0	0	0	0	2	12	0	0	14
13	RS1.3	KAT-DAU	2	SPV, LOC	5	1	0	1	7	6	3	0	1	10	12	4	0	2	18
14	RS4.32	KEF-GAR	2	SLV WOV	4	1	0	0	5	0	0	0	0	0	6	0	0	0	6
15	ZEBRA 5	KEF-MSK	6	SPV, FTQ	12	0	0	0	12	4	0	0	0	4	23	0	0	0	23
16	ZEBRA 4	KUB-ABJ	10	SPV, LOC	14	6	0	0	20	1	0	0	0	1	41	12	0	0	53
17	RS8.1	LRN-OMU	2	WOV	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8
18	RS4.2	MKD-LFA	3	SPV	5	4	0	0	9	3	1	0	0	4	25	14	0	0	39
19	RS7.21 MOKWA	MKW - JAB	2	SPV, LOC	42	1	0	0	43	15	5	1	2	23	75	14	10	11	110
20	RS1.15	MRD-SAB	2	SLV	4	0	0	0	4	0	0	0	0	0	16	0	0	0	16
21	RS4.35	NEG-AKW	4	WOV	8	4	0	0	12	3	0	1	0	4	33	11	1	0	45
22	RS11.24	ORE - OND	3	DOT	19	5	2	0	26	3	1	1	0	5	22	6	3	0	31
23	RS9.3	PHC-ENU	2	WOV	13	4	0	0	17	1	0	0	0	1	26	5	0	0	31
24	RS5.23 ISELE UKU	SLK - OKP	2	SPV	1	0	0	0	1	1	0	0	0	1	4	0	0	0	4
25	RS10.1	SOK-JEG	3	RTV	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4
26	RS10.3	T/S	3	DGD	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5
27	RS4.22	TKP-ENU	2	LOC	1	0	0	0	1	0	0	1	0	1	5	0	1	0	6
28	RS10.33	TSF-ZAR	2	DOT	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10
29	ZEBRA 6 YANGOJI	YAN-ABJ	4	SPV, LOC	8	6	0	2	16	0	0	0	0	0	22	16	1	2	41
30	RS1.13	ZAR-KAD	2	DGD	3	2	1	0	6	0	0	0	0	0	4	2	1	0	7



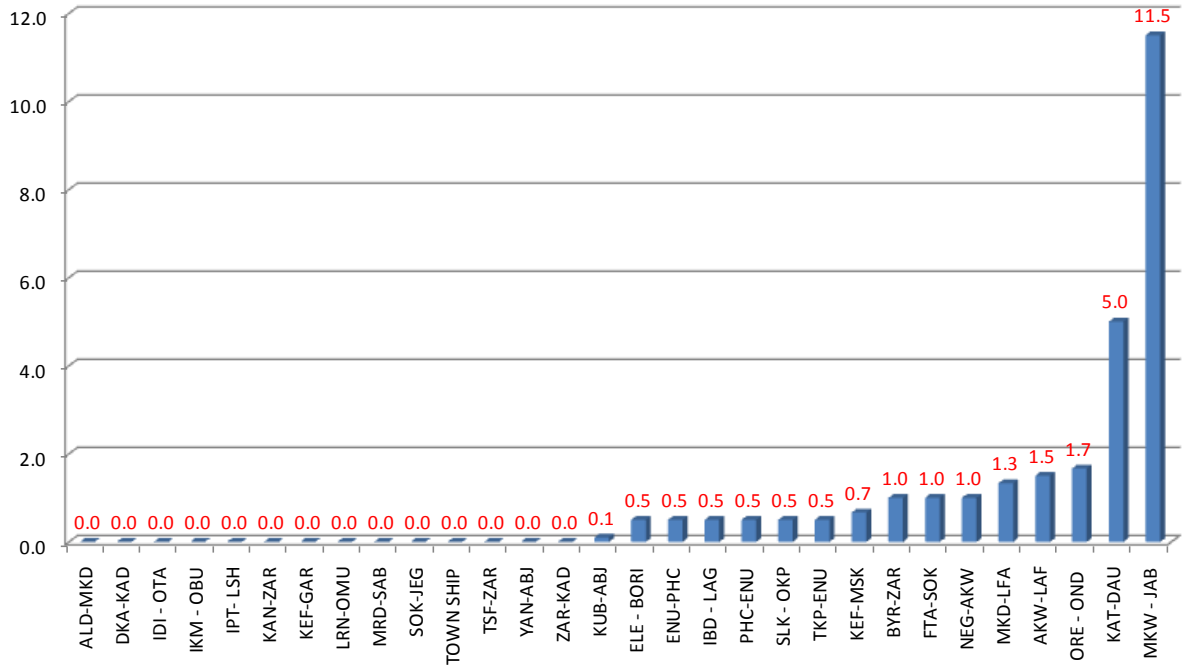
No. OF PERSONS KILLED



No. OF PERSONS INJURED



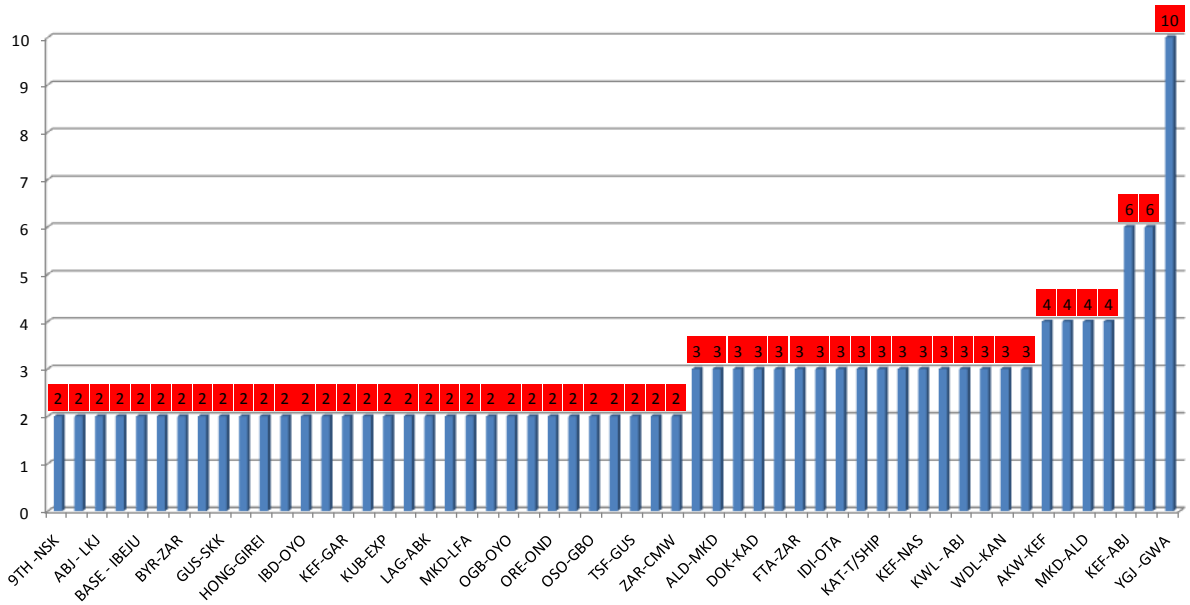
ROUTE SEVERITY: WEEK 41



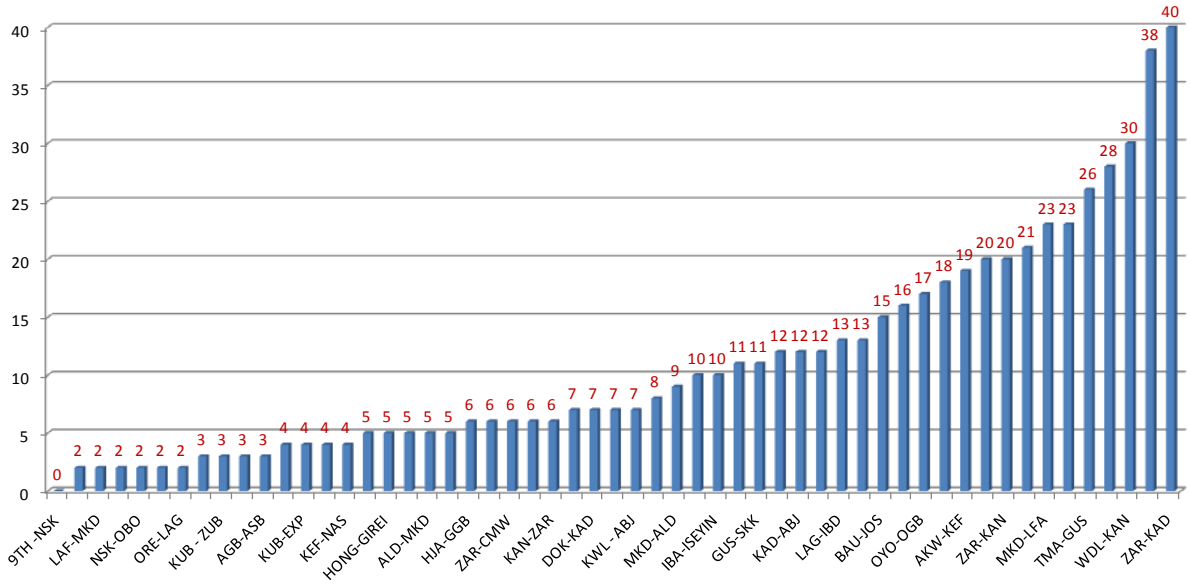
WEEK 42 RTC AND ROUTE ANALYSIS SUMMARY

S/N	REPORTING.CMD	ROUTE	FREQ	PROB.CAUSE	INJ.M	INJ.F	INJ.BOYS	INJ.GIRLS	TOTAL	KILLED.M	KILLED.F	KILLED.BOYS	KILLED.GIRLS	TOTAL
1	RS9.12	9TH -NSK	2	LOC	0	0	0	0	0	0	0	0	0	0
2	ZEBRA 5	ABJ - KEF	2	SPV,TBT	10	0	0	0	10	2	0	0	0	2
3	RS7.11	ABJ - LKJ	2	SPV,UPWD	5	0	0	0	5	3	2	0	0	5
4	RS5.22	AGB-ASB	3	SPV,RTV	2	1	0	0	3	1	0	0	0	1
5	RS4.31	AKW-KEF	4	DGD,SPV,LOC,WOV	14	5	0	0	19	0	0	0	1	1
6	RS4.24	ALD-MKD	3	SLV,WOV,SOS	3	2	0	0	5	0	0	0	0	0
7	RS 10.1	ALI-AKILU	2	TBT,SPV	4	0	0	0	4	0	0	0	0	0
8	RS 2.113	BASE - IBEJU	2	SPV,LOC	7	7	1	1	16	0	0	0	0	0
9	RS12.1	BAU-JOS	2	SPV,DGD	4	2	4	5	15	0	0	0	0	0
10	RS1.17	BYR-ZAR	2	TBT,SPV	12	4	0	2	18	0	0	0	0	0
11	RS1.16	DKA-KAD	3	SPV,TBT,LOC	23	0	0	0	23	0	0	0	0	0
12	RS1.16	DOK-KAD	3	SPV,LOC	5	1	0	1	7	0	0	0	1	1
13	RS1.31	FTA-SKT	3	LOC,RTV	13	0	0	0	13	1	0	0	0	1
14	RS1.31	FTA-ZAR	3	LOC	4	2	0	0	6	0	0	0	0	0
15	RS3.2	GME-BIU	2	SLV,LOC	11	0	0	0	11	2	0	0	0	2
16	RS10.3	GUS-SKK	2	LSV,WOT	5	6	0	0	11	0	0	0	0	0
17	RS1.41	HJA-GGB	2	SPV,DOT	4	1	0	1	6	0	0	0	0	0
18	RS 3.12	HONG-GIREI	2	DAD,SLV	3	2	0	0	5	0	0	0	0	0
19	RS 11.39	IBA-ISEYIN	2	WOV	5	3	2	0	10	1	2	1	0	4
20	RS 11.39	IBD-OYO	2	TBT,SLV	15	5	1	0	21	0	0	0	0	0
21	RS2.1	IBD-LAG	3	MDV,LOC,RTV	8	12	0	0	20	0	0	0	0	0
22	RS2.26	IDI-OTA	3	SPV,LOC,UBS	4	7	1	0	12	0	0	0	0	0
23	RS11.14	IKI-OSO	2	SLV,LOC	2	1	0	0	3	1	0	0	0	1
24	RS1.19	KAD-ABJ	4	TBT,SPV	8	3	1	0	12	2	0	0	0	2
25	RS1.25	KAN-ZAR	3	SPV,LOC,TBT	5	1	0	0	6	0	0	0	0	0
26	RS1.3	KAT-T/SHIP	3	SPV,DGD,RTV	7	0	0	0	7	0	0	0	0	0
27	ZEBRA 5	KEF-ABJ	6	SPV,LOC,DAD,DGD	12	0	0	0	12	0	0	0	0	0
28	RS4.32	KEF-GAR	2	OLV	1	1	0	0	2	2	0	0	0	2
29	RS4.32	KEF-KAD	3	SPV,WOV,TBT	8	0	0	0	8	0	0	0	0	0
30	RS4.32	KEF-NAS	3	SPV,WOV	4	0	0	0	4	1	0	0	0	1
31	RS3.21	KLT-NMN	3	SPV,TBT	27	6	3	2	38	2	0	0	0	2
32	RS7.15	KUB - ZUB	2	SLV/DGD	2	1	0	0	3	0	0	0	0	0
33	ZEBRA 4	KUB-EXP	2	SPV,LOC	4	0	0	0	4	0	0	0	0	0
34	RS7.12	KWL - ABJ	3	SPV,DOT,LOC	7	0	0	0	7	2	0	0	0	2
35	RS4.3	LAF-MKD	2	SPV	2	0	0	0	2	1	0	0	0	1
36	RS2.22	LAG-ABK	2	DGD	2	0	0	0	2	0	0	0	0	0
37	RS 11.32	LAG-IBD	2	SLV,LOC,BFL	2	6	4	1	13	3	0	0	0	3
38	RS1.15	MRD-KCH	3	DOT,DGD,TBT,SPV	5	0	0	0	5	0	1	0	0	1
39	RS4.2	MKD-ALD	4	SPV,DGD	7	1	1	0	9	0	0	0	0	0
40	RS4.2	MKD-LFA	2	SPV,DOT	16	3	3	1	23	0	0	0	0	0
41	RS9.11	NSK-OBO	2	WOV,BFL,LOC	2	0	0	0	2	0	0	0	0	0
42	RS 11.31	OGB-OYO	2	TBT,DOV	3	0	0	0	3	0	0	0	0	0
43	RS8.12	OMU-LRN	2	SLV,TBT	1	1	0	0	2	0	0	0	0	0
44	RS 11.21	ORE-OND	2	DGD,RTV,LOC	6	0	0	0	6	1	1	0	1	3
45	RS 11.21	ORE-LAG	2	SLV,TBT	2	0	0	0	2	0	0	0	0	0
46	RS 11.1	OSO-GBO	2	LOC,SLV	4	0	0	0	4	0	0	0	0	0
47	RS 11.38	OYO-OGB	2	WOV	17	0	0	0	17	4	0	0	0	4
48	RS10.31	TMA-GUS	4	TBT,SPV.LOC	25	1	0	0	26	10	1	0	0	11
49	RS10.33	TSF-GUS	2	DGD,SLV	5	0	0	0	5	0	0	0	0	0
50	RS1.27	WDL- MAL	2	TBT,WOV	7	0	0	0	7	1	0	0	0	1
51	RS1.27	WDL-KAN	3	SPV,WOV,TBT	12	18	0	0	30	0	0	0	0	0
52	ZEBRA 6	YGJ -GWA	10	LOC,SPV,TBT,WOV	19	7	2	0	28	0	0	0	0	0
53	RS1.13	ZAR-CMW	2	RTV,LOC	2	4	0	0	6	0	0	0	0	0
54	RS1.16	ZAR-KAD	6	RTV,SLV,DGD,LOC,MDV, TBT	31	8	0	1	40	3	1	1	1	6
55	RS1.25	ZAR-KAN	3	LOC,SPV	9	7	4	0	20	1	1	0	0	2

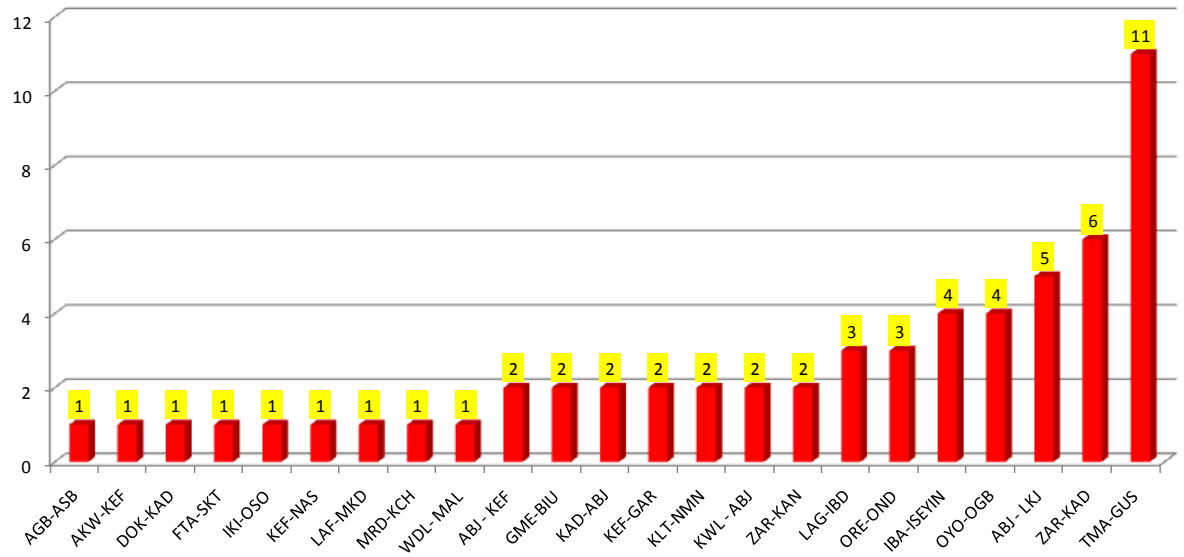
NUMBER OF TIMES RTCs OCURRED ON IDENTIFIED ROUTES



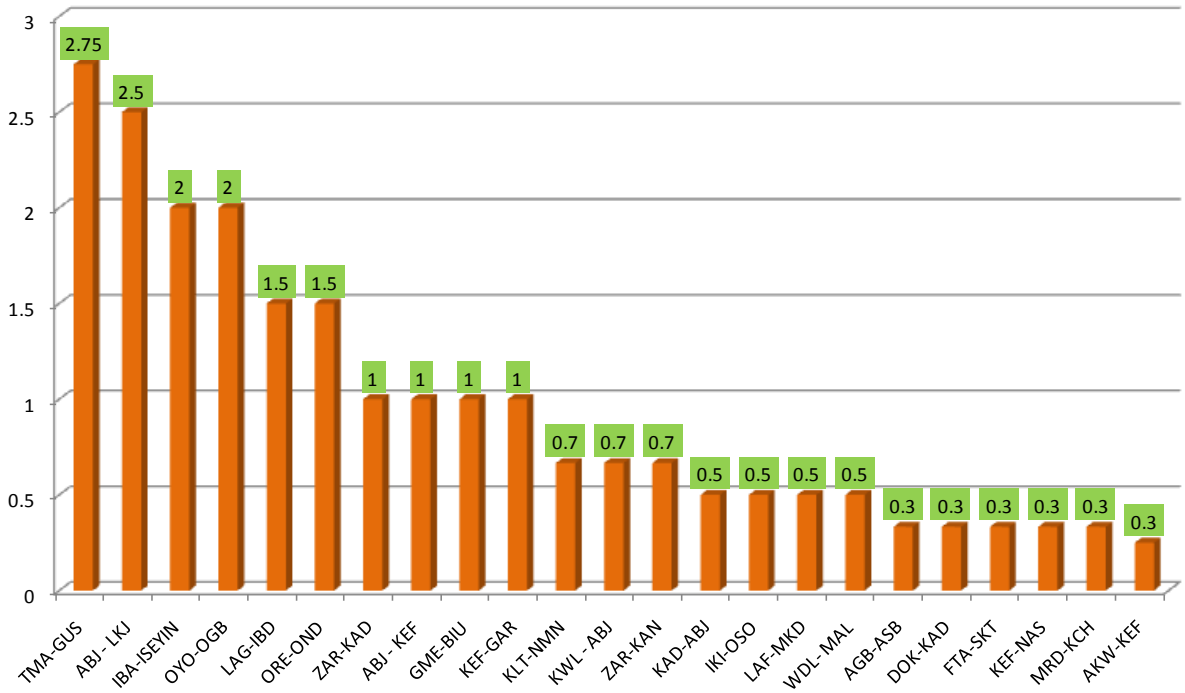
TOTAL NUMBER OF PERSONS INJURED ALONG ROUTES THAT RECORDED MORE THAN ONE ROAD CRASH WITHIN THE WEEK



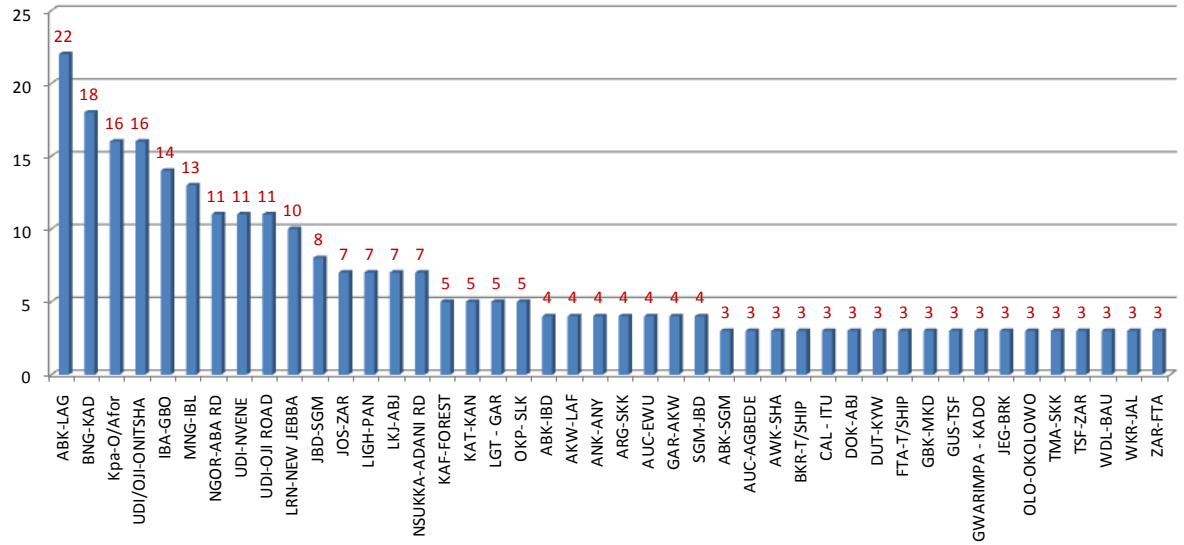
TOTAL NUMBER OF PERSONS KILLED ON ROUTES THAT RECORDED MORE THAN ONE ROAD CRASH



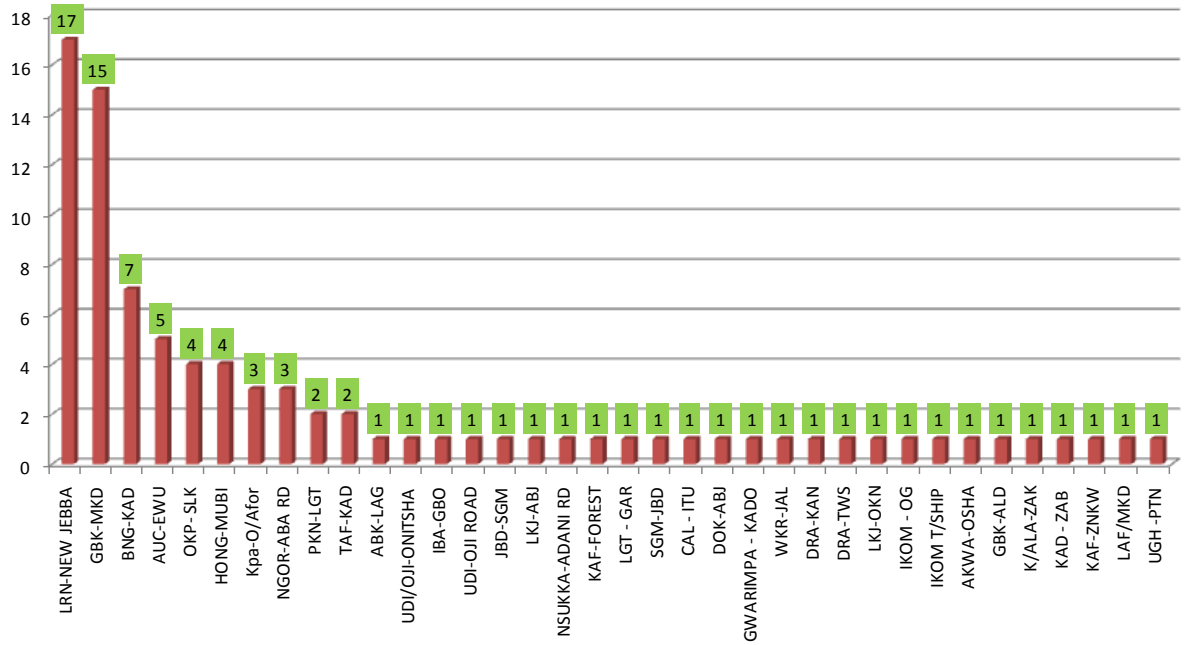
SEVERITY OF ROUTES THAT RECORDED MORE THAN ONE ROAD CRASH



NUMBER OF INJURED PERSONS (3 & ABOVE) ON ROUTES THAN RECORDED ONE ROAD CRASH WITHIN THE WEEK



NUMBER OF PERSONS KILLED ON ROUTES THAT RECORDED ONE ROAD CRASH WITHIN THE WEEK



WEEK 43 RTC AND ROUTE ANALYSIS SUMMARY

SECTOR COMMANDS TREND

- *RS 1.2(Kano), RS4.3 (Nasarawa), RS1.1(Kaduna),RS1.3(Katsina) and RS7.1(FCT) led the states in the federation within the week that recorded the highest number of road traffic crash in the following order 23,21,15,14 and 13 respectively. In the same vain, these five states emerged the top five(5) states that recorded the highest number of injured persons with values of 66,56,52,48 and 47 respectively. However,RS11.2(Ondo State) led the States with highest number of people killed with 14, followed by RS8.3(10),RS10.3(8) RS4.3(6) and RS1.1(6)*

TIME RTC OCCURED TREND

- *On observing trend of RTC within the week, most of the road crashes occurred between the hours of 8-9am and 8-9pm. This trend if consistently monitored might counter the general belief that travels during daytime is preferred to night travel. A closer look at the trend further reveals that the hours of 2-3pm and 4-5pm were periods within the week where most people were killed on Nigerian roads.*

DAY OF WEEK RTC OCCURRED TREND

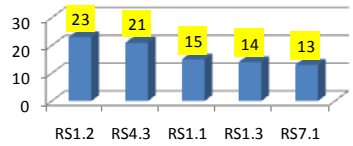
- *A cursory look at the trend indicates that the weekend (Saturday [40],Friday[34]and Sunday[30]) revealed periods of most road crashes. The same trend is depicted for the number of persons injured while on Tuesday, as much as 20 persons were killed. The day where least persons died was Thursday.*

ROUTE RTC TREND

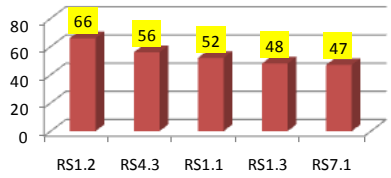
- *During the Week, it was observed that Zaria-Kano road recorded the highest number of road crashes (8) as well as the highest number of injured(27).this implies that on a daily average one(1) road crash occurs on this road and approximately 4 persons are injured on this road daily. However, Lokoja-Kotonkarfe road recorded the highest number of persons killed(7) followed by Akure-Ipetu road(4).*

S/No	SECTOR COMMAND	NO. OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL INVOLVED
1	RS1.1	15	52	6	82
2	RS1.2	23	66	3	131
3	RS1.3	14	48	3	66
4	RS2.1	4	10	0	16
5	RS2.2	8	26	3	112
6	RS3.1	6	8	1	21
7	RS3.2	4	20	1	26
8	RS4.1	6	12	4	31
9	RS4.2	3	11	2	13
10	RS4.3	21	56	6	94
11	RS5.1	3	16	1	45
12	RS5.2	7	4	4	20
13	RS5.3	3	2	0	26
14	RS6.1	6	16	1	36
15	RS6.2	3	3	1	6
16	RS6.3	2	4	1	8
17	RS6.4	1	1	6	8
18	RS7.1	13	47	2	67
19	RS7.2	2	6	2	8
20	RS8.1	9	45	0	74
21	RS8.3	4	25	10	47
22	RS9.1	3	17	1	19
23	RS9.2	2	1	0	23
24	RS9.3	3	3	1	8
25	RS9.4	3	6	0	10
26	RS10.1	4	7	0	12
27	RS10.2	3	8	0	15
28	RS10.3	5	23	8	33
29	RS11.1	6	16	4	39
30	RS11.2	4	20	14	52
31	RS11.3	9	33	3	58
32	RS12.1	3	9	1	12
33	RS12.3	2	18	3	22
	TOTAL	**204**	**639**	**92**	**1240**

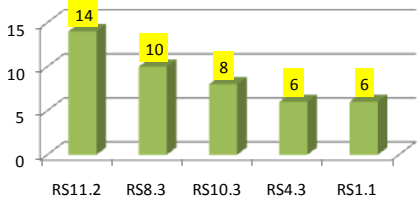
NO. OF CRASHES (TOP 5 SECTOR COMMANDS)



NO. OF PERSONS INJURED (TOP 5 SECTOR COMMANDS)

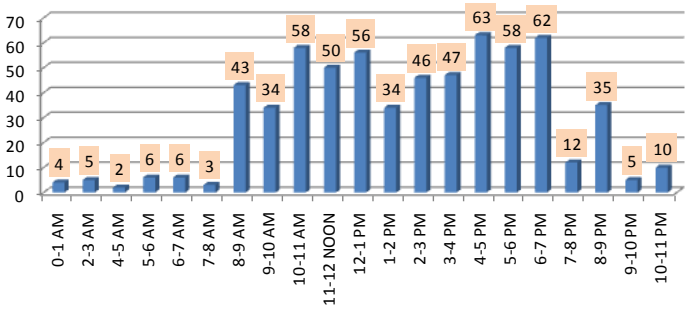


NO. OF PERSONS KILLED (TOP 5 SECTOR COMMANDS)

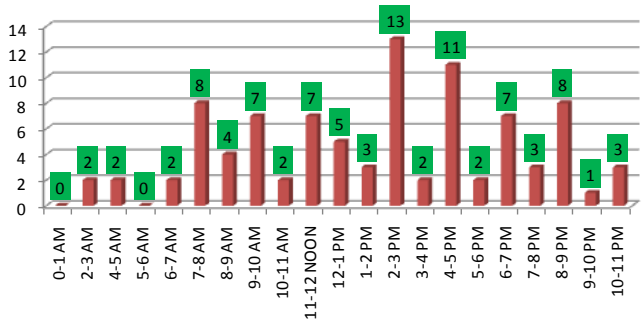


CRASH TIME	TOTAL INJURED	TOTAL KILLED	TOTAL INVOLVED
0-1 AM	4	0	7
2-3 AM	5	2	10
4-5 AM	2	2	74
5-6 AM	6	0	9
6-7 AM	6	2	35
7-8 AM	3	8	18
8-9 AM	43	4	74
9-10 AM	34	7	61
10-11 AM	58	2	94
11-12 NOON	50	7	131
12-1 PM	56	5	75
1-2 PM	34	3	74
2-3 PM	46	13	81
3-4 PM	47	2	55
4-5 PM	63	11	130
5-6 PM	58	2	122
6-7 PM	62	7	96
7-8 PM	12	3	15
8-9 PM	35	8	41
9-10 PM	5	1	12
10-11 PM	10	3	26
TOTAL	639	92	1240

NO. INJURED ACCORDING TO TIME OF CRASH

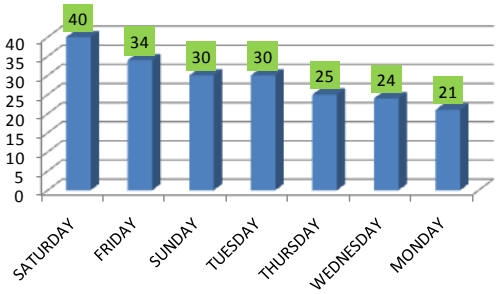


NO. KILLED ACCORDING TO TIME OF CRASH

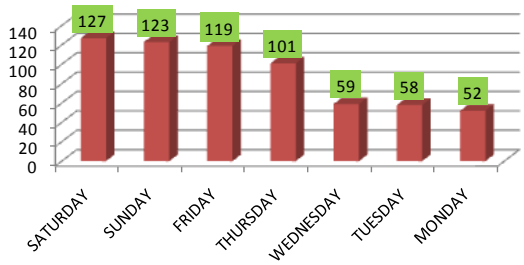


S/No	DAY OF WEEK	NO.OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL INVOLVED
1	FRIDAY	34	119	15	217
2	SATURDAY	40	127	12	274
3	SUNDAY	30	123	18	252
4	MONDAY	21	52	10	85
5	TUESDAY	30	58	20	160
6	WEDNESDAY	24	59	14	93
7	THURSDAY	25	101	3	159
	TOTAL	204	639	92	1240

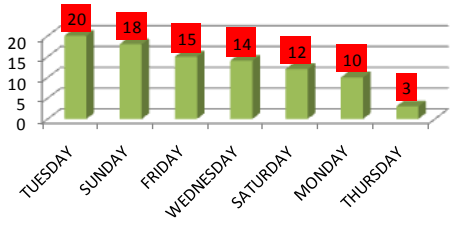
NO.OF CRASHES ACCORDING TO DAY OF THE WEEK



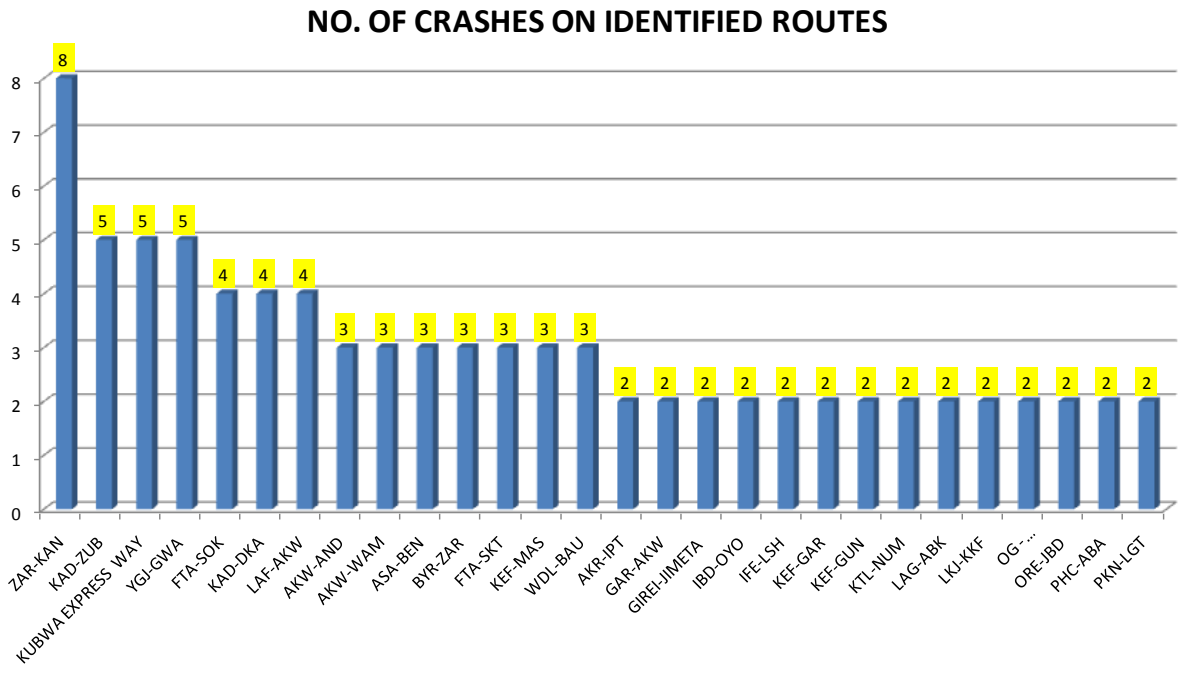
NO. INJURED ACCORDING TO DAY OF THE WEEK



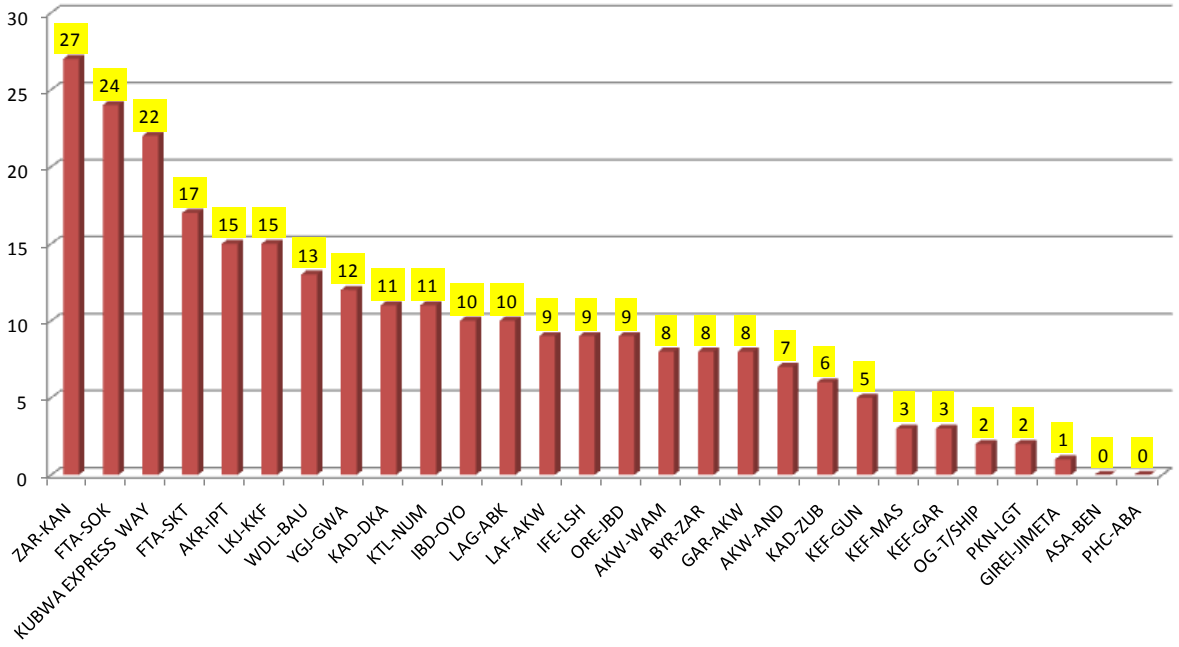
NO.KILLED ACCORDING TO DAY OF THE WEEK



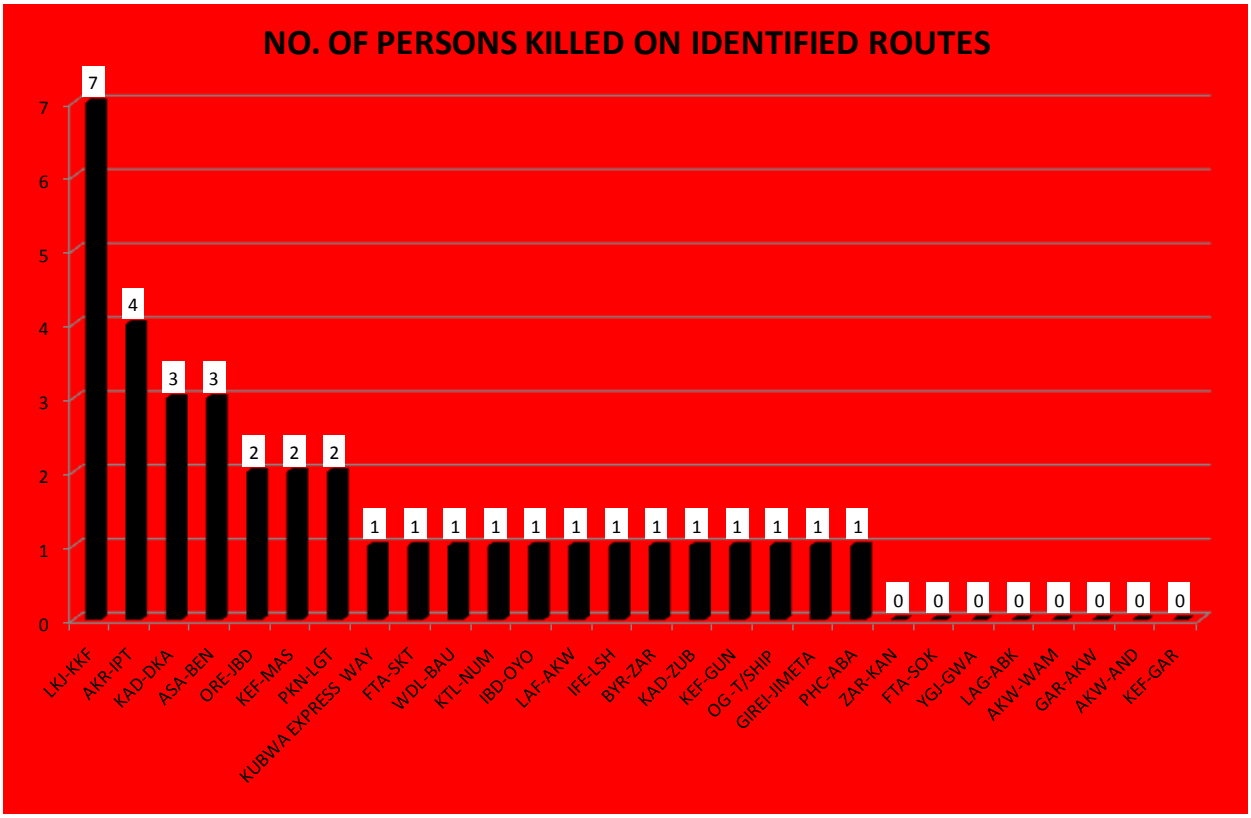
S/No	REPORTING CMD	ROUTE	NO. OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL INVOLVED
1	RS11.2	AKR-IPT	2	15	4	35
2	RS4.31	AKW-AND	3	7	0	11
3	RS4.31	AKW-WAM	3	8	0	9
4	RS5.2	ASA-BEN	3	0	3	9
5	RS1.17	BYR-ZAR	3	8	1	18
6	RS1.31	FTA-SKT	3	17	1	28
7	RS1.31	FTA-SOK	4	24	0	24
8	RS4.34	GAR-AKW	2	8	0	8
9	RS3.13	GIREI-JIMETA	2	1	1	6
10	RS11.38	IBD-OYO	2	10	1	4
11	RS11.11	IFE-LSH	2	9	1	10
12	RS1.16	KAD-DKA	4	11	3	18
13	RS1.16	KAD-ZUB	5	6	1	8
14	RS4.32	KEF-GAR	2	3	0	4
15	RS4.32	KEF-GUN	2	5	1	6
16	RS4.32	KEF-MAS	3	3	2	9
17	RS3.21	KTL-NUM	2	11	1	13
18	RS7.1	KUBWA EXPRESS WAY	5	22	1	41
19	RS4.3	LAF-AKW	4	9	1	27
20	RS2.22	LAG-ABK	2	10	0	16
21	RS8.3	LKJ-KKF	2	15	7	34
22	RS6.21	OG - TOWNSHIP	2	2	1	6
23	RS2.21	ORE-JBD	2	9	2	78
24	RS6.1	PHC-ABA	2	0	1	6
25	RS4.12	PKN-LGT	2	2	2	14
26	RS1.27	WDL-BAU	3	13	1	14
27	RS7.18	YGJ-GWA	5	12	0	15
28	RS1.25	ZAR-KAN	8	27	0	55



NO. OF PERSONS INJURED ON IDENTIFIED ROUTES



NO. OF PERSONS KILLED ON IDENTIFIED ROUTES



WEEK 43: SUMMARY OF PRODUCTION OF NDL

S/N	Zone	State	Total Production	Classes									Remark
				A	B	C	D	E	F	G	H	J	
1	RS 1.0	Kaduna	292										
		Katsina	147										
		Kano	67										
		Jigawa	36										
		Total	**542**		**0**			**0**		**0**			
2	RS 2.0	Lagos	3129										
		Ogun	468										
		Total	**3597**		**0**			**0**		**0**		**0**	
3	RS 3.0	Adamawa	355										
		Taraba	76										
		Gombe	3										
		Total	**434**	**0**	**0**			**0**		**0**			
4	RS 4.0	Plateau	192										
		Benue	0										
		Nasarawa	33										
		Total	**225**	**0**	**0**			**0**		**0**			
5	RS 5.0	Edo	467										
		Delta	382										
		Anambra	180										
		Total	**1029**		**0**			**0**					
6	RS 6.0	Rivers	1079										
		Bayelsa	150										
		AK/Ibom	134										
		C/River	133										
		Total	**1496**		**0**			**0**					
7	RS 7.0	FCT	878										
		Niger	92										
		Total	**970**		**0**			**0**					
8	RS 8.0	Kwara	257										
		Kogi	76										
		Ekiti	254										
		Total	**587**		**0**			**0**			**0**		
9	RS 9.0	Enugu	342		0								
		Imo	266		0								
		Ebonyi	64										
		Abia	76										
		Total	**748**		**0**			**0**					
10	RS 10.0	Sokoto	49										
		Zamfara	35										
		Kebbi	17										
		Total	**101**		**0**			**0**					
11	RS 11.0	Osun	298										
		Ondo	212										
		Oyo	1171										
		Total	**1681**		**0**			**0**		**0**			
12	RS 12.0	Bauchi	66										
		Yobe	65										
		Borno	185										
		Total	**316**	**0**	**0**			**0**					
	GRAND TOTAL		**11,726**		**0**		**0**	**0**	**0**		**0**	**0**	

WEEK 43: SUMMARY OF PRODUCTION OF NVIS

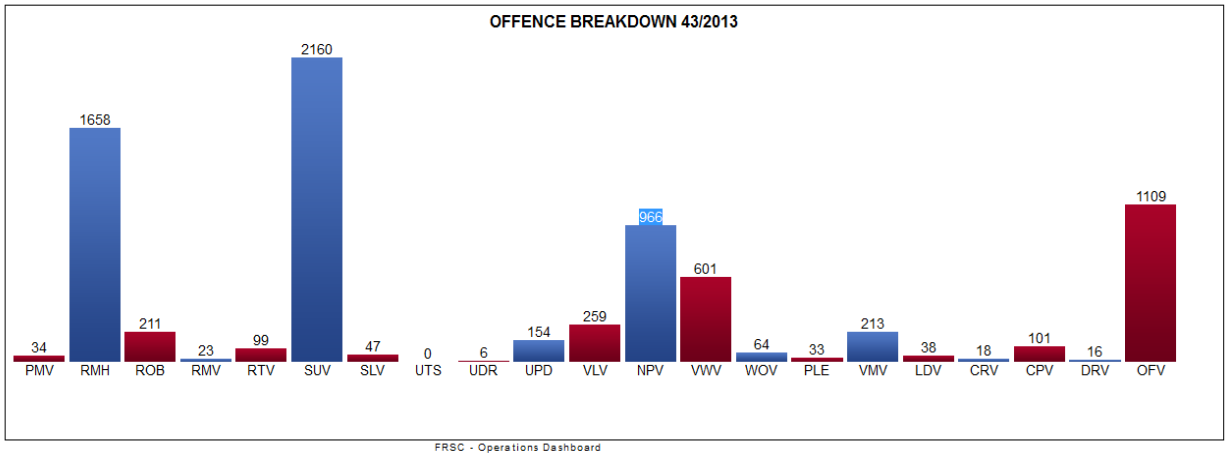
S/N	Zone	State	Total Production		Remarks
			Normal	Replacement	
1	RS 1.0	Kaduna	3,679	0	
		Kano	0	0	
		Katsina	0	0	
		Jigawa	0	0	
		Total	**3,679**	**0**	
2	RS 2.0	Lagos	0	0	
		Ogun	2	0	
		Total	**2**	**0**	
3	RS 3.0	Adamawa	0	0	
		Taraba	0	0	
		Gombe	0	0	
		Total	**0**	**0**	
4	RS 4.0	Plateau	0	0	
		Benue	0	0	
		Nasarawa	0	0	
		Total	**0**	**0**	
5	RS 5.0	Edo	0	0	
		Delta	79	0	
		Anambra	76	0	
		Total	**155**	**0**	
6	RS 6.0	Rivers	5,211	0	
		Bayelsa	0	0	
		Akwa-Ibom	117	0	
		Cross-River	221	0	
		Total	**5,549**	**0**	
7	RS 7.0	FCT	15	0	
		Niger	0	0	
		Total	**15**	**0**	
8	RS 8.0	Kwara	0	0	
		Kogi	1,840	0	
		Ekiti	0	0	
		Total	**1,840**	**0**	
9	RS 9.0	Enugu	35	0	
		Imo	12	0	
		Ebonyi	0	0	
		Abia	0	0	
		Total	**47**	**0**	
10	RS 10.0	Sokoto	895	0	
		Zamfara	0	0	
		Kebbi	1,008	0	
		Total	**1,903**	**0**	
11	RS 11.0	Osun	0	0	
		Ondo	29	0	
		Oyo	602	0	
		Total	**631**	**0**	
12	RS 12.0	Bauchi	0	0	
		Yobe	0	0	
		Borno	0	0	
		Total	**0**	**0**	
13	Others	M/Para-Military	0	0	
		Diplomatic	0	0	
		FG	64	0	
		Total	**64**	**0**	
Sub-total			**13,885**	**0**	
	TOTAL		**13,885**		

WEEK43 DATA ON APPLICANTS TESTED WITH OPTIC VISION 1000

S/N	Zone	State	Number Tested		Number Passed		Number failed		Number Refered to Hospital	
			week 43	Total	week 43	Total	week 43	Total	week43	Total
1	RS 1.0	Kaduna	292	292	292	292	0	0	0	0
		Katsina	147	147	147	147	0	0	0	0
		Kano	67	67	67	67	0	0	0	0
		Jigawa	36	36	36	36	0	0	0	0
		Total	542	542	542	542	0	0	0	0
2	RS 2.0	Lagos	3129	3129	3129	3129	21	21	21	21
		Ogun	468	468	468	468				
		Total	3597	3597	3597	3597	21	21	21	21
3	RS 3.0	Adamawa	355	355	355	355	0	0	0	0
		Taraba	76	76	76	76	0	0	0	0
		Gombe	3	3	3	3	0	0	0	0
		Total	434	434	434	434	0	0	0	0
4	RS 4.0	Plateau	192	192	192	192	0	0	0	0
		Benue	0	0	0	0	0	0	0	0
		Nasarawa	33	33	33	33	0	0	0	0
		Total	225	225	225	225	0	0	0	0
5	RS 5.0	Edo	467	467	467	467	3	3	3	3
		Delta	382	382	382	382	0	0	0	0
		Anambra	180	180	180	180	0	0	0	0
		Total	1029	1029	1029	1029	3	3	3	3
6	RS 6.0	Rivers	1079	1079	1079	1079	0	0	0	0
		Bayelsa	150	150	150	150				
		AK/Ibom	134	134	134	134	0	0	0	0
		C/River	133	133	133	133	0	0	0	0
		Total	1496	1496	1496	1496	0	0	0	0
7	RS 7.0	FCT	878	878	878	878	2	2	2	2
		Niger	92	92	92	92	0	0	0	0
		Total	970	970	970	970	2	2	2	2
8	RS 8.0	Kwara	257	257	257	257	0	0	0	0
		Kogi	76	76	76	76	0	0	0	0
		Ekiti	254	254	254	254	0	0	0	0
		Total	587	587	587	587	0	0	0	0
9	RS 9.0	Enugu	342	342	342	342	0	0	0	0
		Imo	266	266	266	266	0	0	0	0
		Ebonyi	64	64	64	64	0	0	0	0
		Abia	76	76	76	76	0	0	0	0
		Total	748	748	748	748	0	0	0	0
10	RS 10.0	Sokoto	49	49	49	49	0	0	0	0
		Zamfara	35	35	35	35	0	0	0	0
		Kebbi	17	17	17	17	0	0	0	0
		Total	101	101	101	101	0	0	0	0
11	RS 11.0	Osun	298	298	298	298				
		Ondo	212	212	212	212	0	0	0	0
		Oyo	1171	1171	1171	1171	0	0	0	0
		Total	1681	1681	1681	1681	0	0	0	0
12	RS 12.0	Bauchi	66	66	66	66	0	0	0	0
		Yobe	65	65	65	65	0	0	0	0
		Borno	185	185	185	185	0	0	0	0
		Total	316	316	316	316	0	0	0	0
	GRAND TOTAL		11,726	11,726	11,726	11,726	26	26	26	26
			207,571	207,571	206,467	206,467	1,104	1,104	1,104	1,104
			381,561		380,209		1,352		1,352	

WEEK 43 SUMMARY OF OFFENDERS AND OFFENCES COMMITTED

COMMANDS	NO. STOPPED		NO. CAUTIONED		OFFENDERS BOOKED		OFFENCES	
	WK 42	WK 43	WK 42	WK 43	WK 42	WK 43	WK 42	WK 43
RS1 HQ KADUNA	1,188.00	1,467.00	528.00	491.00	660.00	976.00	689.00	1,027.00
RS2 HQ LAGOS	**2,977.00**	**3,211.00**	**575.00**	**513.00**	**2,402.00**	**2,698.00**	**2,931.00**	**3,277.00**
RS3 HQ YOLA	456.00	481.00	187.00	191.00	269.00	290.00	292.00	308.00
RS4 HQ JOS	**606.00**	**734.00**	**220.00**	**221.00**	**386.00**	**513.00**	**412.00**	**551.00**
RS5 HQ BENIN	1,157.00	1,379.00	260.00	241.00	897.00	1,138.00	1,046.00	1,271.00
RS6 HQ PORT HARCOURT	**1,005.00**	**892.00**	**278.00**	**257.00**	**727.00**	**635.00**	**800.00**	**699.00**
RS7 HQ ABUJA	1,103.00	1,152.00	353.00	372.00	750.00	780.00	801.00	829.00
RS8 HQ ILORIN	**860.00**	**963.00**	**320.00**	**306.00**	**540.00**	**657.00**	**592.00**	**708.00**
RS9 HQ ENUGU	992.00	1,021.00	304.00	284.00	688.00	737.00	721.00	787.00
RS10 HQ SOKOTO	**461.00**	**469.00**	**196.00**	**214.00**	**265.00**	**255.00**	**268.00**	**260.00**
RS11 HQ OSOGBO	1,492.00	1,680.00	571.00	477.00	921.00	1,204.00	1,009.00	1,303.00
RS12 HQ BAUCHI	**283.00**	**249.00**	**200.00**	**127.00**	**83.00**	**127.00**	**86.00**	**139.00**
RS HQ	0	0	0	0	0	0	0	0
Total	**12,580.00**	**13,698.00**	**3,992.00**	**3,694.00**	**8,588.00**	**10,010.00**	**9,647.00**	**11,159.00**



ANALYSIS OF ROAD TRAFFIC CRASH AND TRAFFIC COUNT CONDUCTED ALONG IDENTIFIED CRASH-PRONE ROUTES FROM WEEK 32-36, 2013.

INTRODUCTION

Following analysis presented on Road Traffic Crashes in Week 32 – Week 36, some routes were identified as most crash-prone based on the analysis. In order to have an in-depth analysis of the crashes along these routes, a 7- day traffic count exercises was conducted to evaluate the average daily traffic volume along the identified routes. The essence is to be able to determine the risk level of these routes. The traffic counts were conducted between 23rd - 29th September, 2013.

METHODOLOGY

The traffic count exercises were carried out manually on the identified routes by Field Commands along those routes:

i. Abuja – Lokoja axis
ii. Zuba – Abuja axis
iii. Kaduna – Tafa axis
iv. Keffi – Kaduna (Barde-Keffi) axis
v. Gusau – Sokoto axis

ANALYSIS

Tables and Charts were used to clearly show traffic volume trend, average daily traffic, traffic volume by day of the week and total number of road traffic crashes along the routes.

In Table1, it can be seen that Zuba – Abuja and Abuja – Zuba recorded the highest average daily traffic volume that is 31270 and 16303 respectively. This is closely followed by Tafa –Kaduna and Kaduna – Tafa with 6142 and 3682 respectively for the period of the traffic count exercise.

Comparative analysis of Average Daily Traffic (ADT) and the number of crashes recorded for the 5 weeks along the identified routes (i.e. week 32 – week 36, 2013) revealed in Table 2 that Gusau-Sokoto had the highest Crash-Risk Factor. The interpretation is that if all the routes were placed on the same

platform of number of Average Daily Traffic volume of 10,000, Sokoto – Gusau would have recorded 52 crashes, Lokoja-Abuja axis, 24 crashes, Keffi – Kaduna axis, 17 crashes, Keffi-Abuja axis, 13 crashes, Tafa-Kaduna axis 10 crashes and Zuba-Abuja (Kubwa Express way), 6 crashes. Although, the records show that Zuba-Abuja recorded the highest number of crashes for the period under consideration, but the volume of traffic flow along this route is higher compared to other identified routes.

OBSERVATIONS

i. The traffic count was conducted for a period of 12hours, that is, from 0600hrs-1800hrs which means not all the traffic flow was captured for the period of the exercise.
ii. The traffic counts was conducted manually, which is prone to some level of errors ranging from loss of count, tiredness on the part of observers, and some other factors. For example, Lokoja-Abuja route recorded far below expected traffic volume as compared with other routes in this exercise.

RECOMMENDATIONS

i. Subsequent traffic count on identified crash prone routes be conducted using electronic counter device donated to the Corps by RSDT.
ii. Thorough Road Audit should be conducted on identified routes that have high Risk Factors with a view to ascertaining other possible causative factors contributing to RTC on those routes.

CONCLUSION

From the analysis carried out on recorded highest Daily Average Traffic (DAT) and also the highest Road Traffic Crash (RTC) occurrence for week 32-36 in view, it implies that traffic volume is relative to RTC occurrence.

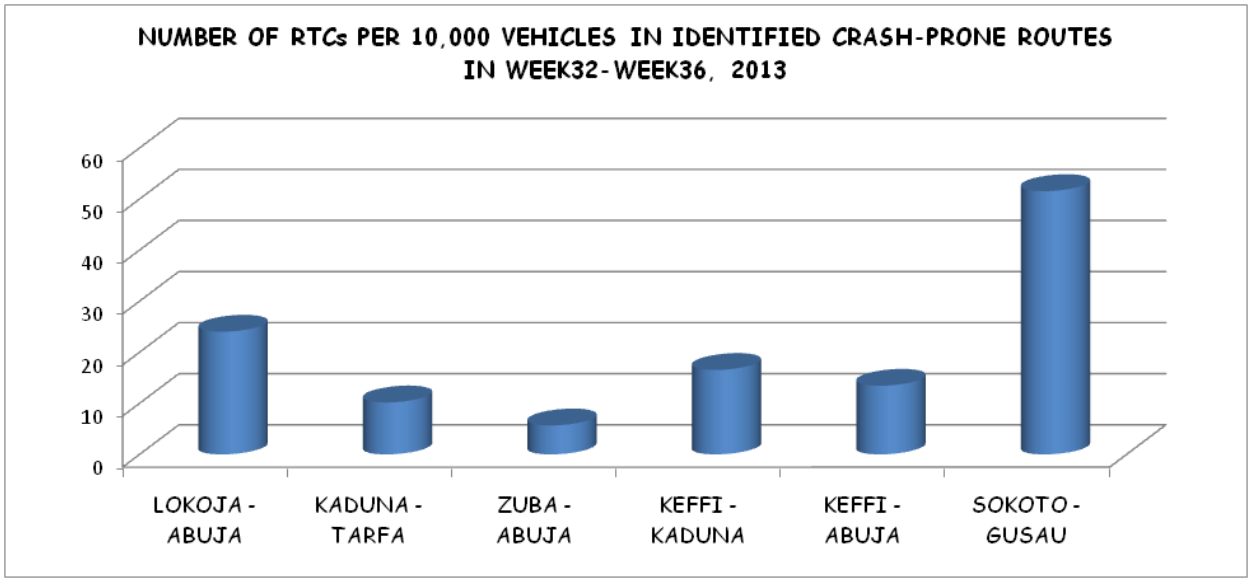
Invariably, when the routes are placed on the same platform of per 10,000 vehicle population, it was discovered that the routes with low traffic volume (Sokoto-Gusau and Lokoja-Abuja) have high risk factors. This therefore, suggests that RTC occurrence is not only dependent on traffic volume, rather, there are other risk factors associated with RTC which should be investigated for possible remedies.

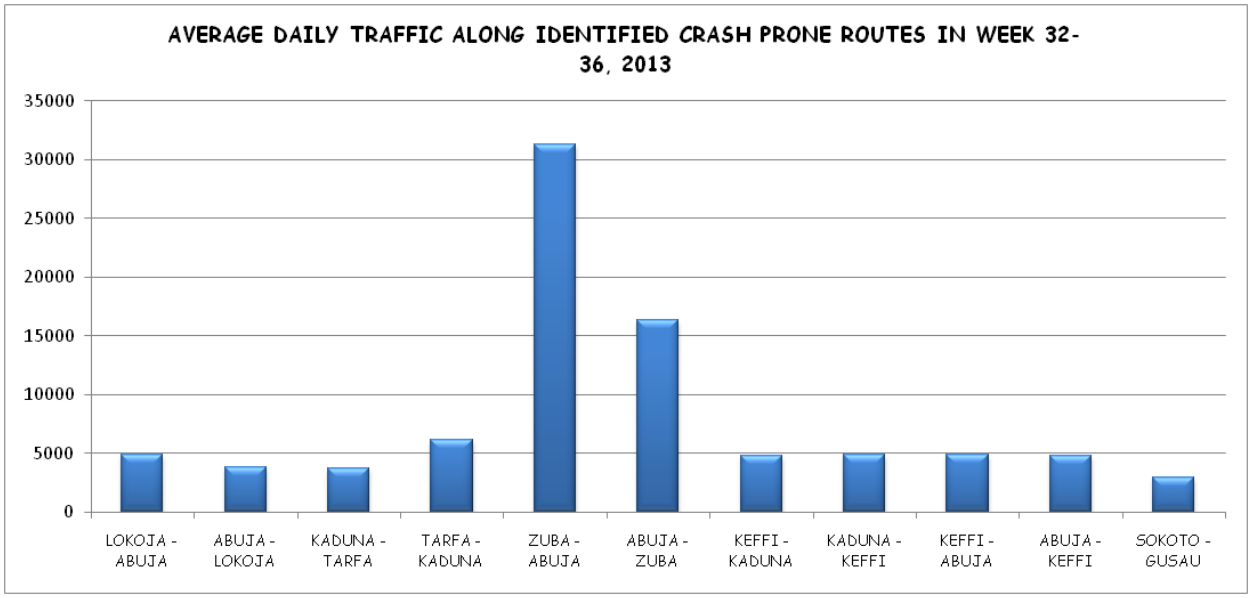
SUMMARY OF ROAD TRAFFIC COUNT CONDUCTED ALONG SELECTED IDENTIFIED CRASH-PRONE ROUTES IN WEEK 32- WEEK 36, 2013.

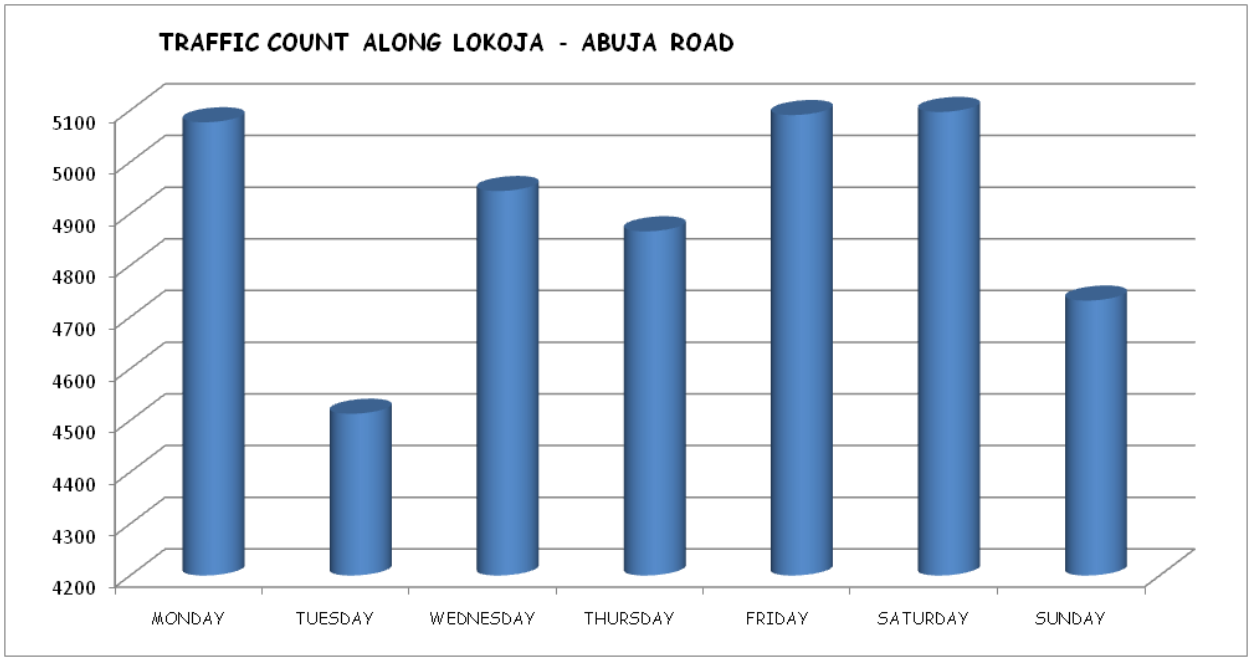
DAY OF THE WEEK	LOKOJA - ABUJA	ABUJA - LOKOJA	KADUNA - TAFA	TAFA - KADUNA	ZUBA - ABUJA	ABUJA - ZUBA	KEFFI - KADUNA	KADUNA - KEFFI	KEFFI - ABUJA	ABUJA - KEFFI	SOKOTO-GUSAU
MONDAY	5077	3661	4170	7507	40542	13570	**5674**	**5971**	**4220**	**3706**	2691
TUESDAY	4513	3886	3837	5696	36207	17437	**5354**	5137	4079	**4949**	2816
WEDNESDAY	4944	3878	5755	5962	37831	20470	**5702**	**5803**	**4987**	**4664**	2316
THURSDAY	4866	3684	4882	5020	37679	16354	**4012**	**3922**	**5854**	**5045**	3097
FRIDAY	5091	3945	3347	8340	**34195**	20052	**4610**	**4741**	**3921**	**5219**	2841
SATURDAY	5097	3859	1970	6651	**15916**	**14679**	**4295**	**3778**	**4989**	**5418**	3722
SUNDAY	4732	3939	1810	3817	**16521**	**11561**	**4108**	**4606**	**6129**	**4508**	2882
TOTAL	**34320**	26852	**25771**	**42993**	**218891**	**114123**	**33755**	**33958**	**34179**	**33509**	**20365**
AVERAGE DAILY TRAFFIC	**4903**	**3836**	**3682**	**6142**	**31270**	**16303**	**4822**	**4851**	**4883**	**4787**	**2909**

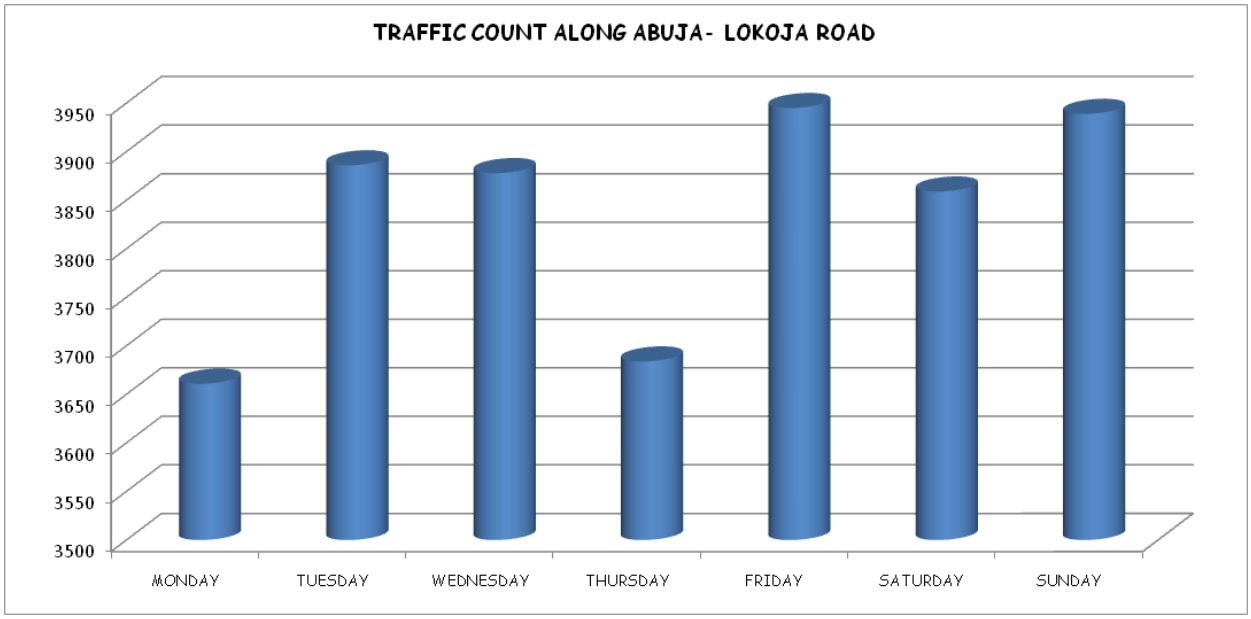
COMPARATIVE ANALYSIS OF NUMBER OF CRASHES AND AVERAGE TRAFFIC VOLUME ALONG IDENTIFIED CRASH-PRONE ROUTES BETWEEN WEEK 32-WEEK36, 2013.

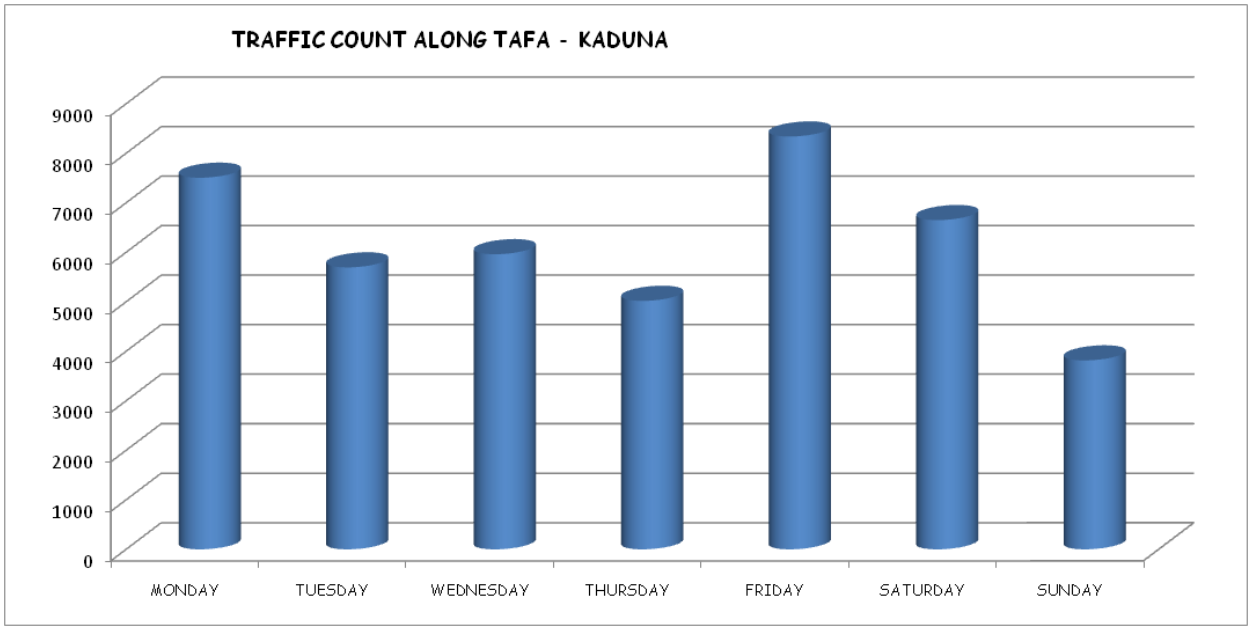
ROUTE	LOKOJA - ABUJA	KADUNA - TARFA	ZUBA - ABUJA	KEFFI - KADUNA	KEFFI - ABUJA	SOKOTO - GUSAU
AVERAGE DAILY TRAFFIC	8739	9823	47573	9673	9670	2909
NUMBER OF RTCs IN WK32-36	21	10	27	16	13	15
NUMBER OF RTCs PER 10,000 VEHICLES (RISK FACTOR)	24	10	6	17	13	52

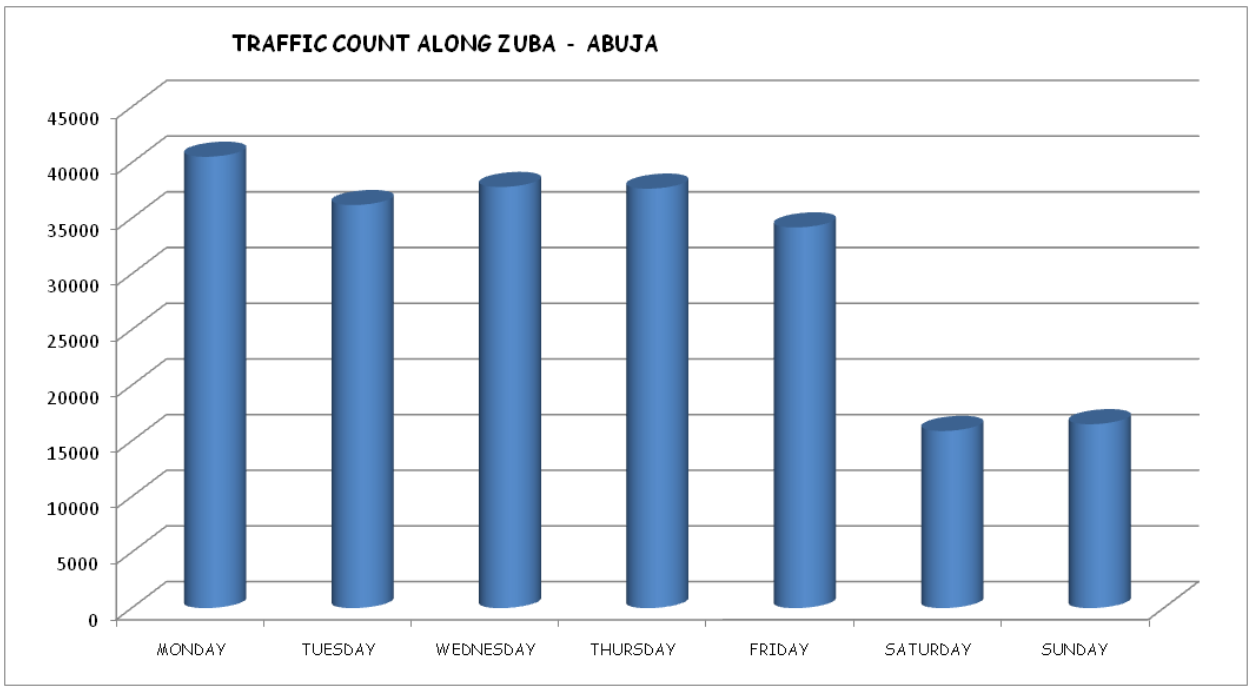

NUMBER OF RTCs PER 10,000 VEHICLES IN IDENTIFIED CRASH-PRONE ROUTES IN WEEK32-WEEK36, 2013
60
50
40
30
20
10
0
LOKOJA - ABUJA
KADUNA - TARFA
ZUBA - ABUJA
KEFFI - KADUNA
KEFFI - ABUJA
SOKOTO - GUSAU

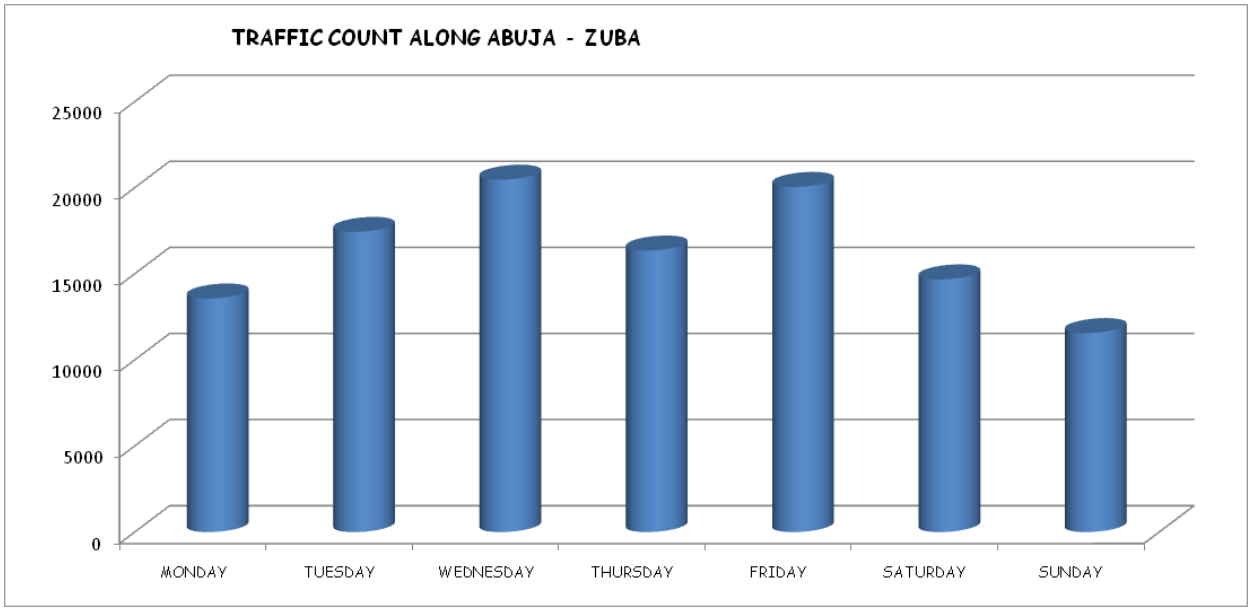

AVERAGE DAILY TRAFFIC ALONG IDENTIFIED CRASH PRONE ROUTES IN WEEK 32-36, 2013
35000
30000
25000
20000
15000
10000
5000
0
LOKOJA - ABUJA
ABUJA - LOKOJA
KADUNA - TARFA
TARFA - KADUNA
ZUBA - ABUJA
ABUJA - ZUBA
KEFFI - KADUNA
KADUNA - KEFFI
KEFFI - ABUJA
ABUJA - KEFFI
SOKOTO - GUSAU

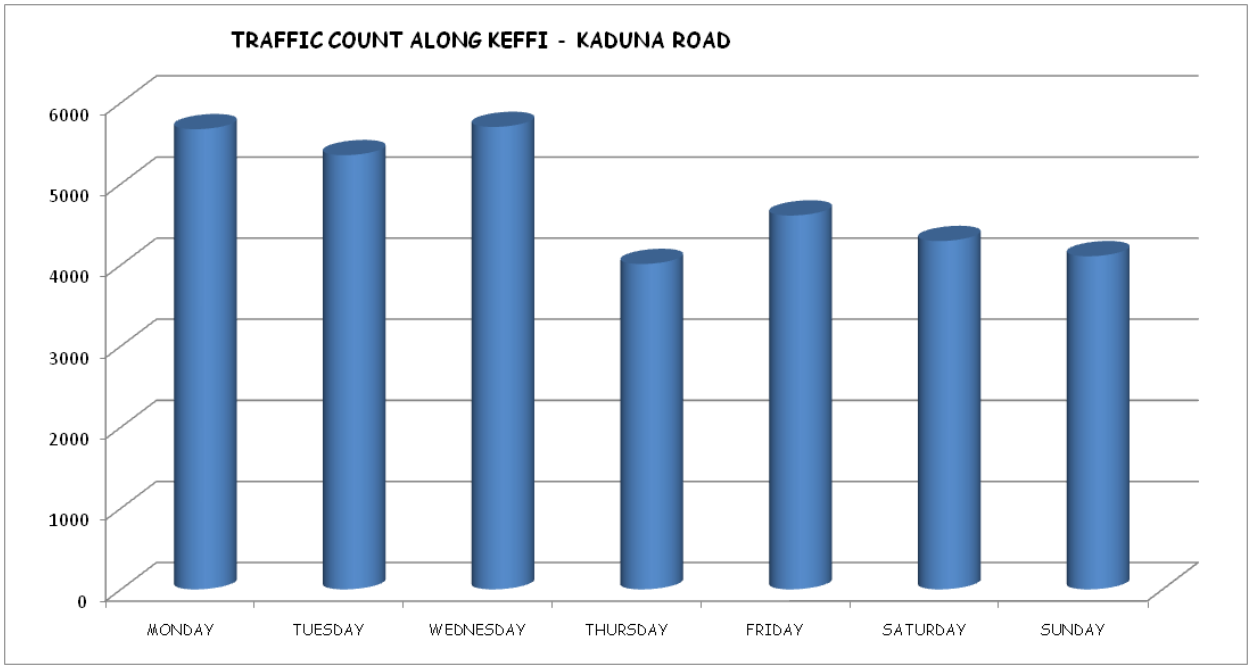

TRAFFIC COUNT ALONG LOKOJA - ABUJA ROAD
5100
5000
4900
4800
4700
4600
4500
4400
4300
4200
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG ABUJA- LOKOJA ROAD
3950
3900
3850
3800
3750
3700
3650
3600
3550
3500
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG TAFA - KADUNA
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG ZUBA - ABUJA
45000
40000
35000
30000
25000
20000
15000
10000
5000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG ABUJA - ZUBA
25000
20000
15000
10000
5000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG KEFFI - KADUNA ROAD
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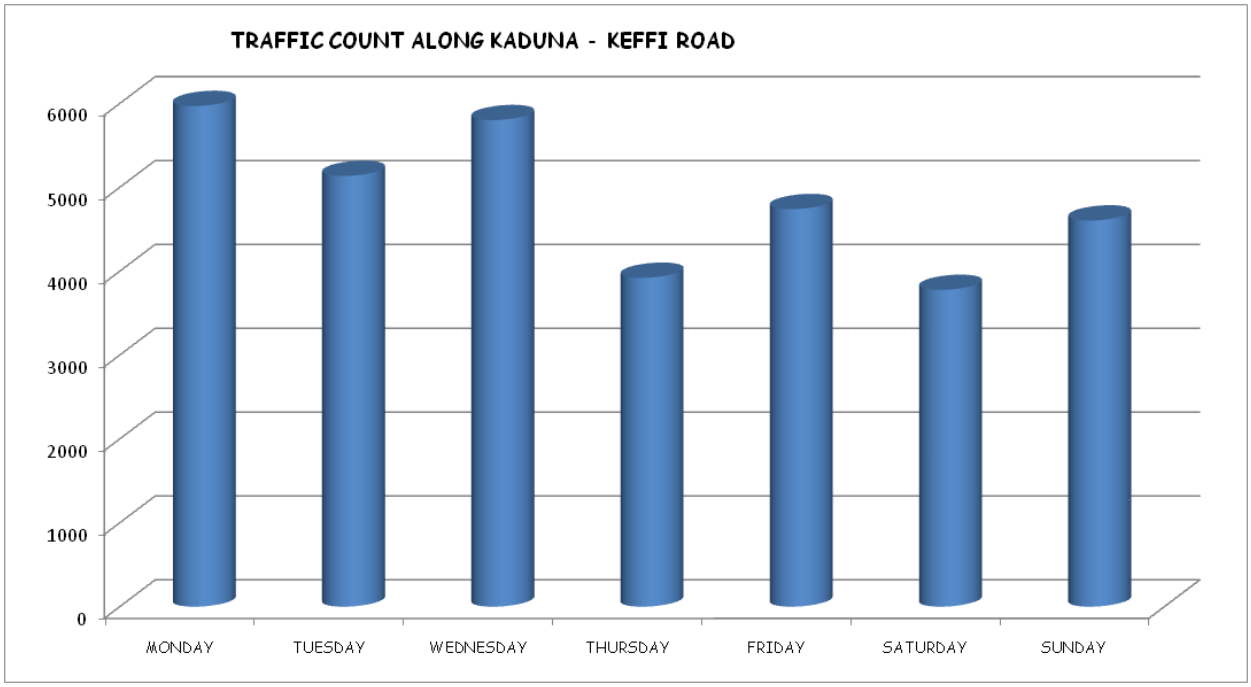
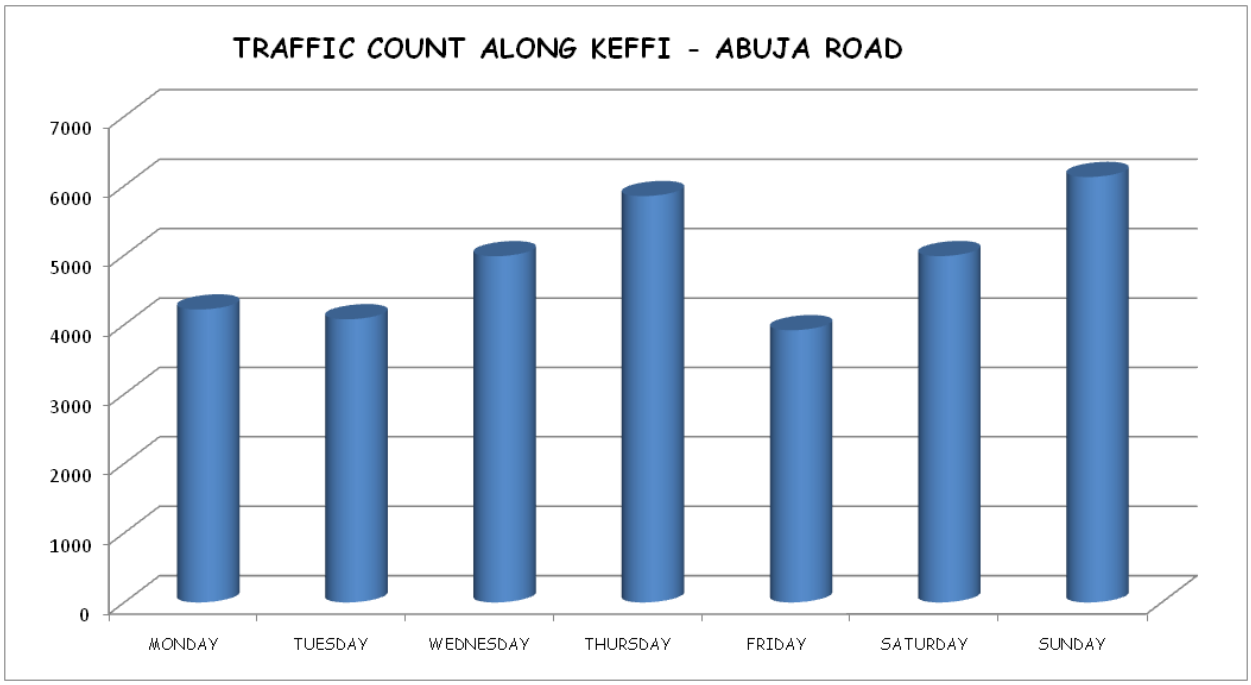
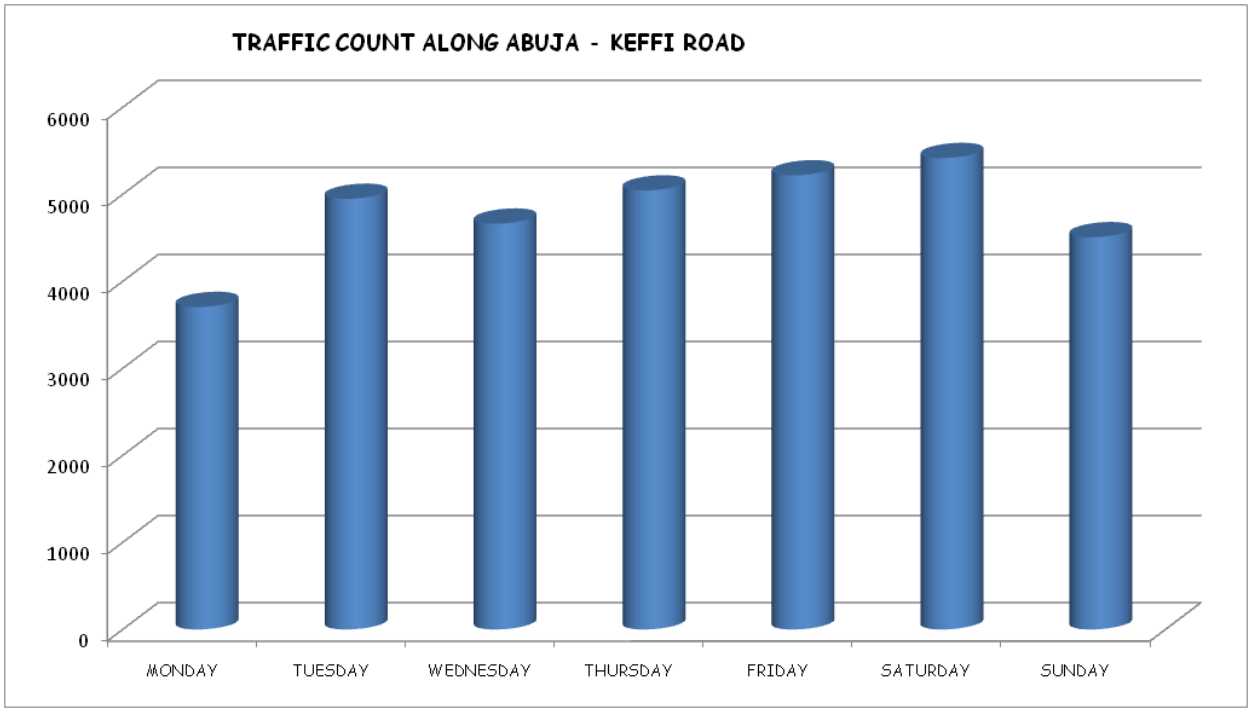
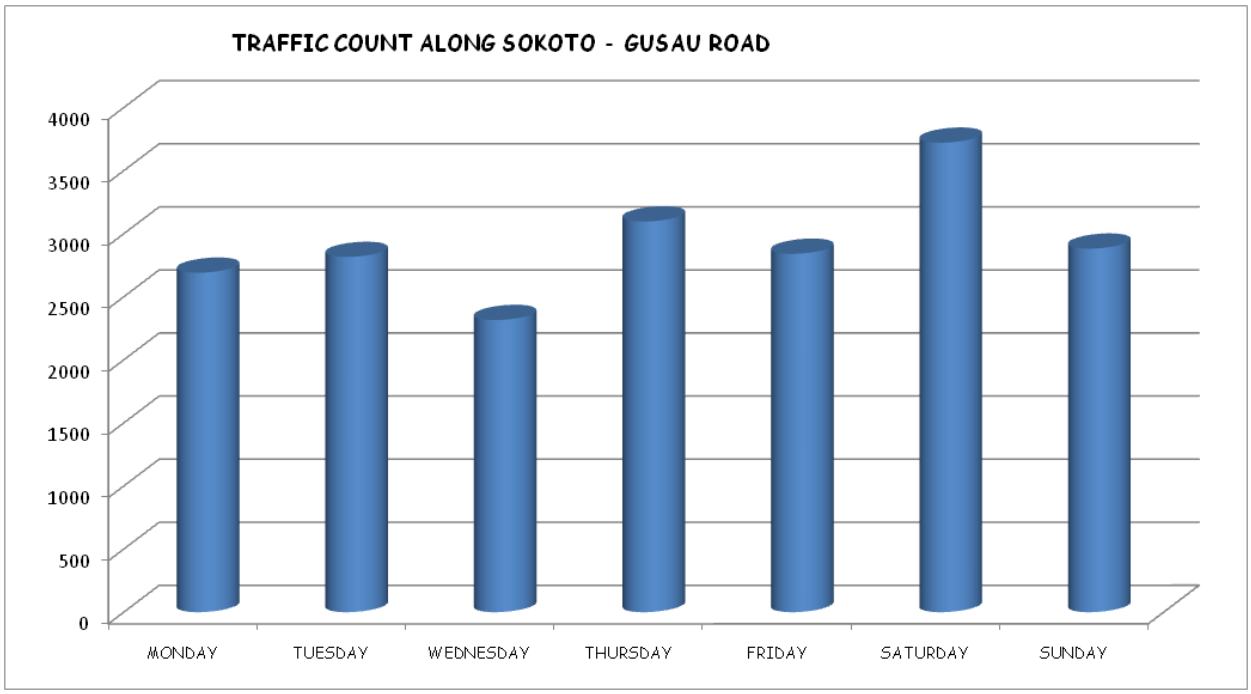
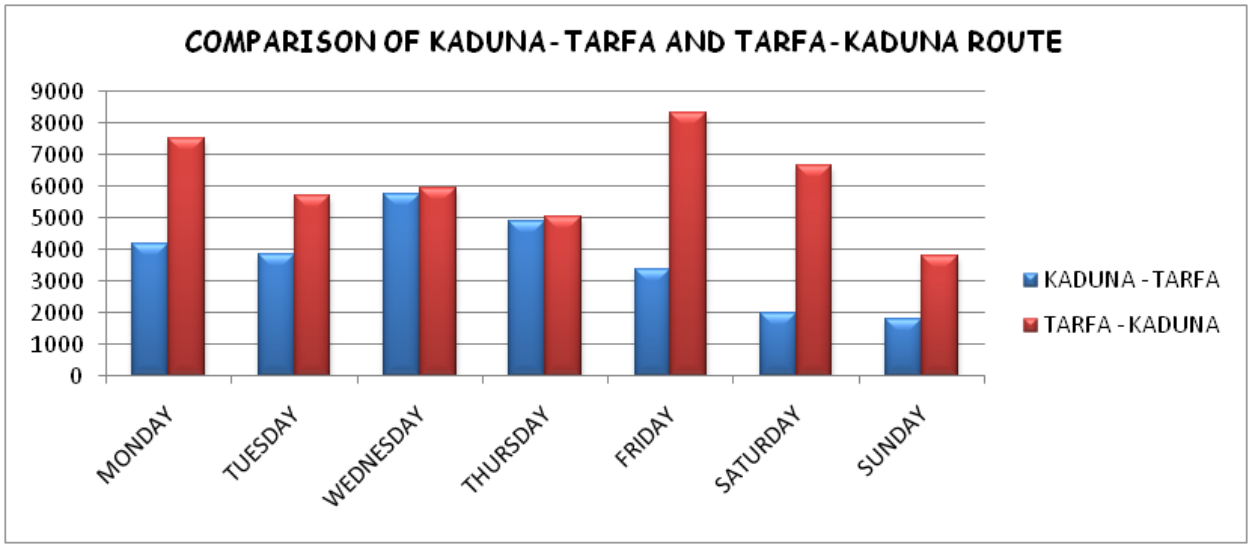
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY

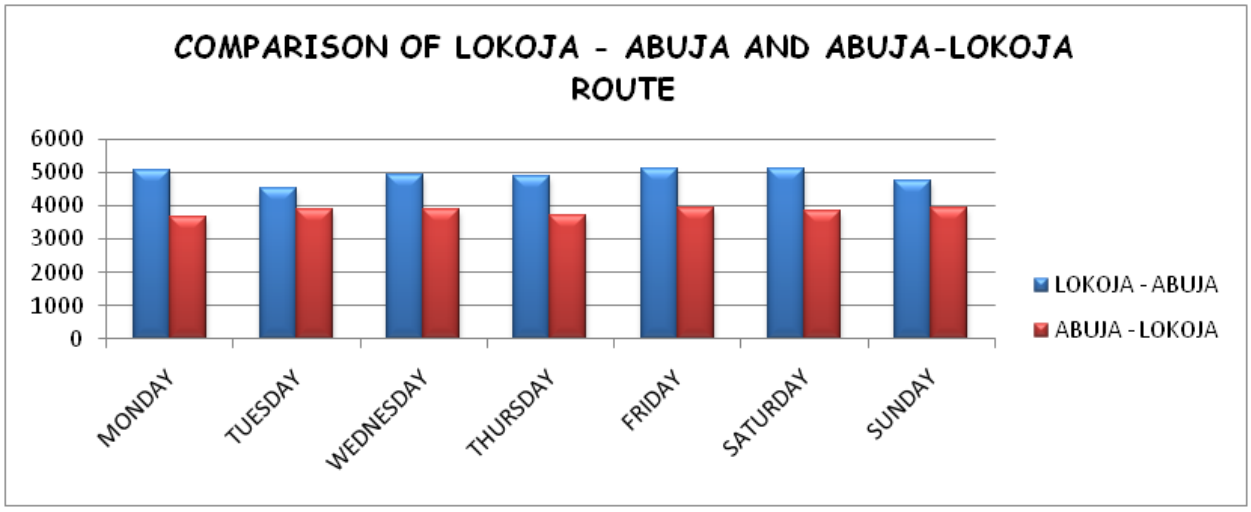

TRAFFIC COUNT ALONG KADUNA - KEFFI ROAD
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY

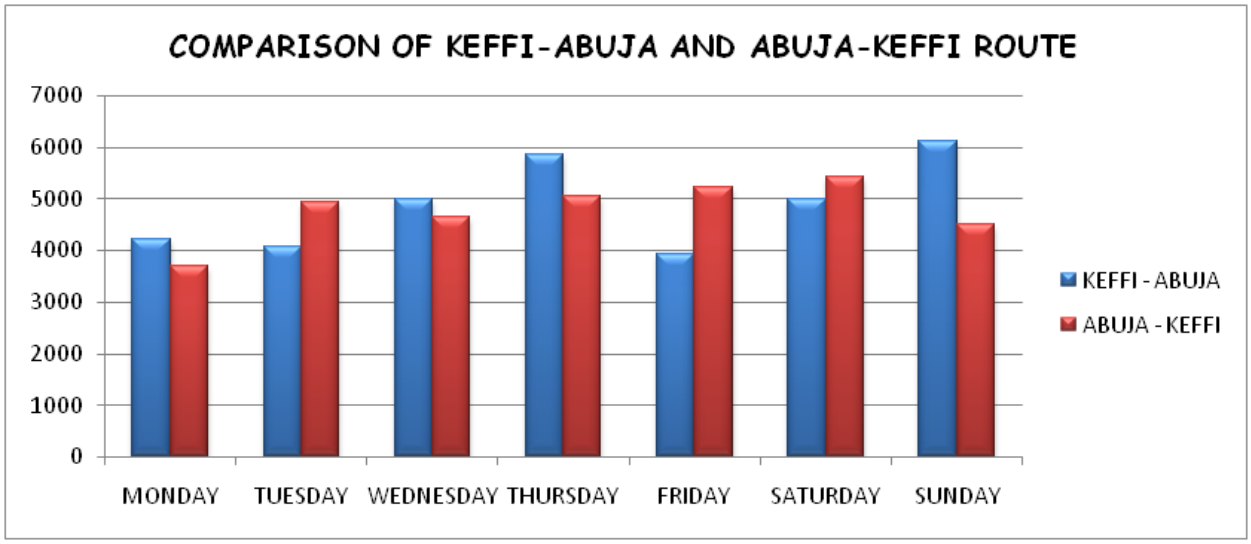

TRAFFIC COUNT ALONG KEFFI - ABUJA ROAD
7000
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG ABUJA - KEFFI ROAD
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


TRAFFIC COUNT ALONG SOKOTO - GUSAU ROAD
4000
3500
3000
2500
2000
1500
1000
500
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


COMPARISON OF KADUNA-TARFA AND TARFA-KADUNA ROUTE
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY
KADUNA - TARFA
TARFA - KADUNA


COMPARISON OF LOKOJA - ABUJA AND ABUJA-LOKOJA ROUTE
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY
LOKOJA - ABUJA
ABUJA - LOKOJA


COMPARISON OF KEFFI-ABUJA AND ABUJA-KEFFI ROUTE
7000
6000
5000
4000
3000
2000
1000
0
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY
KEFFI - ABUJA
ABUJA - KEFFI

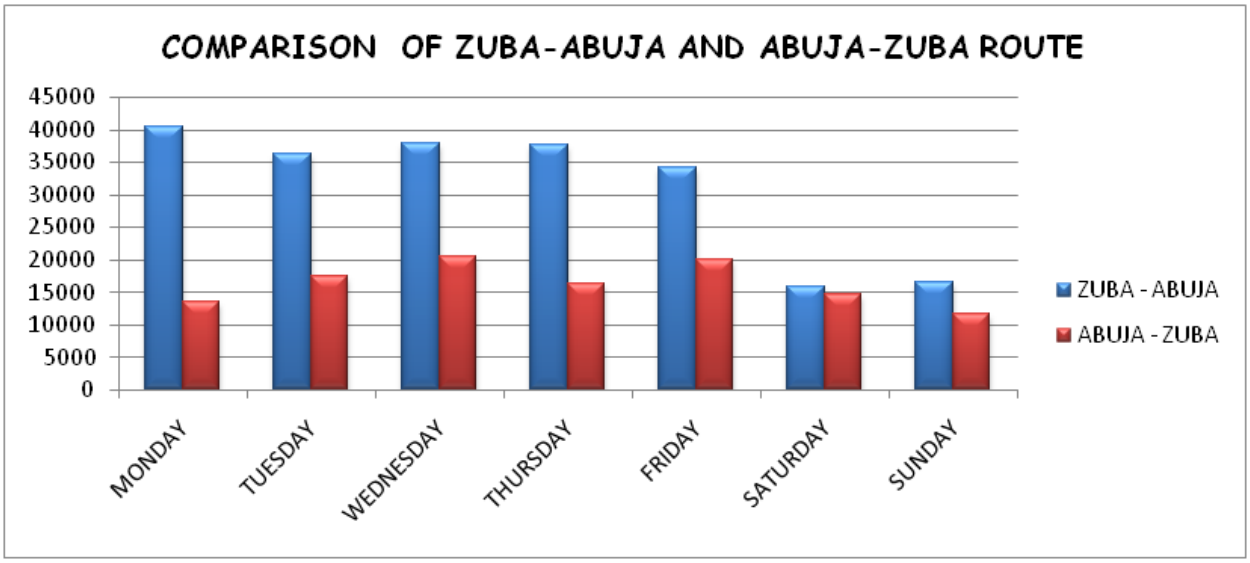


Table: 3 TRAFFIC COUNT ALONG LOKOJA - ABUJA ROAD

DAY /DATE	DAY OF THE WEEK	BI-CYCLE	M/BIKE	TRICYCLE	PRIV. CAR	PICK - UP	TAXI	OMNI -BUS	LUXURY BUS	LORRY / TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC / HOUR
16/09/13	MONDAY	4	366	9	1304	450	668	693	11	538	682	352	0	5077	423
17/09/13	TUESDAY	2	292	15	1179	418	543	626	16	459	661	302	0	4513	376
18/09/13	WEDNESDAY	2	306	9	1325	463	706	648	7	475	665	336	2	4944	412
19/09/13	THURSDAY	2	291	8	1304	429	705	641	10	490	632	354	0	4866	406
20/09/13	FRIDAY	2	379	11	1373	495	657	612	14	546	658	343	1	5091	424
21/09/13	SATURDAY	2	278	12	1347	432	685	648	11	486	663	359	0	5097	425
22/09/13	SUNDAY	0	195	6	1359	462	710	616	6	436	567	373	2	4732	394
TOTAL		**14**	**2107**	**70**	**9191**	**3149**	**4674**	**4484**	**75**	**3430**	**4528**	**2419**	**5**	**34320**	**2860**
AVERAGE DAILY TRAFFIC		**2**	**301**	**10**	**1313**	**450**	**668**	**641**	**11**	**490**	**647**	**346**	**1**	**4903**	**409**

Table4 : TRAFFIC COUNT ALONG ABUJA - LOKOJA ROAD

DAY/DATE	DAY OF THE WEEK	BICYCLE	M/BIKE	TRICYCLE	PRIV. CAR	PICK - UP	TAXI	OMNI -BUS	LUXURY BUS	LORRY/ TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC/ HOUR
16/09/13	MONDAY	2	244	39	1282	65	682	575	8	131	441	190	2	3661	305
17/09/13	TUESDAY	10	273	48	1267	58	771	589	7	192	456	213	2	3886	324
18/09/13	WEDNESDAY	2	280	37	1218	71	806	605	10	182	479	188	0	3878	323
19/09/13	THURSDAY	0	233	39	1268	62	769	539	7	152	439	176	0	3684	307
20/09/13	FRIDAY	0	276	60	1271	78	813	599	11	151	469	217	0	3945	329
21/09/13	SATURDAY	4	232	58	1286	148	765	544	9	177	431	204	1	3859	322
22/09/13	SUNDAY	2	287	24	1224	75	816	595	11	180	509	216	0	3939	328
TOTAL		20	1825	305	8816	557	5422	4046	63	1165	3224	1404	5	26852	2238
AVERAGE DAILY TRAFFIC		3	261	44	1259	80	775	578	9	166	461	201	1	3836	320

Table5: TRAFFIC COUNT ALONG KADUNA - TARFA

DATE	DAY OF THE WEEK	BICYCLE	MOTOR BIKE	TRI CYCLE	PRIVATE CAR	PICK UP	TAXI	OMNI BUS	LUXURY BUS	LORRY/ TRUCK	TANKER	TRAILER	OTHERS	TOTAL	TRAFFIC/ HOUR
16/09/13	MONDAY	2	564	2	1488	36	36	1224	288	72	168	96	194	4170	348
17/09/13	TUESDAY	3	492	6	1728	244	276	456	20	180	240	72	120	3837	320
18/09/13	WEDNESDAY	2	946	3	3348	120	228	672	26	86	72	192	60	5755	480
19/09/13	THURSDAY	3	464	2	2411	146	168	1211	11	66	112	132	156	4882	407
20/09/13	FRIDAY	2	320	0	1646	42	321	630	22	48	89	111	116	3347	279
21/09/13	SATURDAY	2	324	1	664	28	26	488	20	118	86	121	92	1970	164
22/09/13	SUNDAY	2	521	0	488	32	390	0	26	66	68	125	92	1810	151
TOTAL		**16**	**3631**	**14**	**11773**	**648**	**1445**	**4681**	**413**	**636**	**835**	**849**	**830**	**25771**	**2148**
AVERAGE DAILY TRAFFIC		**2**	**519**	**2**	**1682**	**93**	**206**	**669**	**59**	**91**	**119**	**121**	**119**	**3682**	**307**

Table6: TRAFFIC COUNT ALONG TARFA KADUNA

DATE	DAY OF THE WEEK	BICYCLE	MOTOR BIKE	TRICYCLE	PRIVATE CAR	PICK UP	TAXI	OMNI BUS	LUXURY BUS	LORRY/ TRUCK	TANKER	TRAILER	OTHERS	TOTAL	TRAFFIC VOLUME/HOUR
16/09/13	MONDAY	4	744	4	1560	156	264	1380	24	2879	168	144	180	7507	626
17/09/13	TUESDAY	2	240	2	3240	168	144	1164	26	240	149	159	162	5696	475
18/09/13	WEDNESDAY	2	720	2	2076	252	399	1701	18	126	120	399	147	5962	497
19/09/13	THURSDAY	4	600	4	2520	120	240	1008	24	42	96	98	264	5020	418
20/09/13	FRIDAY	4	1506	2	2604	420	1632	1224	36	312	108	228	264	8340	695
21/09/13	SATURDAY	3	1421	2	1807	384	1422	1186	28	101	62	76	159	6651	554
22/09/13	SUNDAY	2	1112	2	1058	56	428	920	22	38	46	78	55	3817	318
TOTAL		**21**	**6343**	**18**	**14865**	**1556**	**4529**	**8583**	**178**	**3738**	**749**	**1182**	**1231**	**42993**	**3583**
AVERAGE DAILY TRAFFIC		**3**	**906**	**3**	**2124**	**222**	**647**	**1226**	**25**	**534**	**107**	**169**	**176**	**6142**	**512**

Table7: TRAFFIC COUNT ALONG ZUBA - ABUJA

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/CAR	TAXI	PICK/ UP	MINI BUS	LUX. BUS	LORRY / TRUCK	TRAILER	TANKER	TOTAL	TRAFFIC VOLUME /HOUR
16/09/13	MONDAY	0	1960	305	22185	3870	1852	5595	2150	2170	260	195	40542	3379
17/09/13	TUESDAY	0	736	83	24540	2953	2003	3345	984	1121	145	297	36207	3017
18/09/13	WEDNESDAY	0	444	354	26560	2357	785	4735	918	757	508	413	37831	3153
19/09/13	THURSDAY	0	1212	101	26616	2186	1820	3163	839	951	220	571	37679	3140
20/09/13	FRIDAY	**5**	**1495**	**30**	**26380**	**1710**	**1057**	**1088**	**970**	**970**	**263**	**227**	**34195**	2850
21/09/13	SATURDAY	**0**	**420**	**106**	**9110**	**2205**	**610**	**1758**	**269**	**1000**	**251**	**187**	**15916**	1326
22/09/13	SUNDAY	**0**	**1265**	**646**	**10270**	**568**	**376**	**1601**	**652**	**580**	**196**	**367**	**16521**	1377
TOTAL		**5**	**7532**	**1625**	**145661**	**15849**	**8503**	**21285**	**6782**	**7549**	**1843**	**2257**	**218891**	**18241**
AVERAGE DAILY TRAFFIC		**1**	**1076**	**232**	**20809**	**2264**	**1215**	**3041**	**969**	**1078**	**263**	**322**	**31270**	**2606**

Table8: TRAFFIC COUNT ALONG ABUJA – ZUBA

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/CAR	TAXI	PICK/ UP	MINI BUS	LUX/ BUS	LORRY/ TRUCK	TRAILER	TANKER	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY	1	1240	114	5670	2080	690	2191	500	714	237	134	13570	1131
24/09/13	TUESDAY	13	710	71	8610	2760	1277	2109	439	851	387	210	17437	1453
25/09/13	WEDNESDAY	3	645	102	12316	2255	1479	1800	561	1036	185	88	20470	1706
26/09/13	THURSDAY	7	610	95	8630	1955	1116	1907	500	1201	211	122	16354	1363
27/09/13	FRIDAY		176	22	9958	2543	1875	2615	416	1319	988	140	20052	1671
28/09/13	SATURDAY	**8**	**593**	**113**	**8100**	**1591**	**998**	**1791**	**208**	**988**	**201**	**88**	**14679**	1223
29/09/13	SUNDAY	**12**	**119**	**7**	**7295**	**941**	**1024**	**1402**	**193**	**284**	**137**	**147**	**11561**	963
TOTAL		**44**	**4093**	**524**	**60579**	**14125**	**8459**	**13815**	**2817**	**6393**	**2346**	**929**	**114123**	**9510**
AVERAGE DAILY TRAFFIC		**6**	**585**	**75**	**8654**	**2018**	**1208**	**1974**	**402**	**913**	**335**	**133**	**16303**	**1359**

Table9: TRAFFIC COUNT ALONG KEFFI - KADUNA ROAD

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/ CAR	TAXI	PICK UP	MINI BUS	LUX/ BUS	LORRY / TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY	3	**1141**	**37**	**1334**	**625**	**156**	**1198**	**3**	**255**	**121**	**128**	**673**	**5674**	473
24/09/13	TUESDAY		**1570**		**1230**	**772**	**2255**	**889**	**10**	**144**	**28**	**34**	**420**	**5354**	446
25/09/13	WEDNESDAY	7	**1101**	**3**	**1429**	**749**	**184**	**1119**	**9**	**331**	**123**	**123**	**524**	**5702**	475
26/09/13	THURSDAY	8	**866**		**808**	**495**	**179**	**512**	**8**	**384**	**124**	**96**	**531**	**4012**	334
27/09/13	FRIDAY		**988**		**1170**	**947**	**164**	**759**	**7**	**297**	**108**	**79**	**491**	**4610**	384
28/09/13	SATURDAY		**1051**		**1165**	**576**	**158**	**722**	**6**	**184**	**56**	**49**	**328**	**4295**	358
29/09/13	SUNDAY		**778**		**1085**	**531**	**98**	**726**	**6**	**265**	**92**	**80**	**447**	**4108**	342
TOTAL		**18**	**7495**	**40**	**8221**	**4695**	**3194**	**5925**	**49**	**1860**	**652**	**589**	**3414**	**33755**	2813
AVERAGE DAILY TRAFFIC		**3**	**1071**	**6**	**1174**	**671**	**456**	**846**	**7**	**266**	**93**	**84**	**488**	**4822**	**402**

Table10: TRAFFIC COUNT ALONG KADUNA KEFFI ROAD

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/ CAR	TAXI	PICK UP	MINI BUS	LUX. BUS	LORRY/ TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY		**1256**	**90**	**1416**	**796**	**153**	**1135**	**8**	**200**	**119**	**144**	**654**	**5971**	498
24/09/13	TUESDAY		1006		1128	884	212	897	6	305	59	57	583	5137	428
25/09/13	WEDNESDAY	4	**1176**		**1450**	**648**	**118**	**1225**	**3**	**279**	**143**	**129**	**637**	**5803**	484
26/09/13	THURSDAY	3	797		**798**	**475**	**294**	**619**	**10**	**221**	**129**	**59**	**667**	**3922**	327
27/09/13	FRIDAY		**1057**		**1255**	**468**	**182**	**775**	**8**	**286**	**80**	**91**	**539**	**4741**	395
28/09/13	SATURDAY	4	**682**	**8**	**843**	**410**	**175**	**651**	**5**	**240**	**113**	**67**	**580**	**3778**	315
29/09/13	SUNDAY		**811**		**1262**	**595**	**165**	**854**	**7**	**288**	**105**	**109**	**410**	**4606**	384
TOTAL		**11**	**6785**	**98**	**8152**	**4276**	**1299**	**6156**	**47**	**1819**	**748**	**656**	**4070**	**33958**	**2830**
AVERAGE DAILY TRAFFIC		**2**	**969**	**14**	**1165**	**611**	**186**	**879**	**7**	**260**	**107**	**94**	**581**	**4851**	**404**

Table11: TRAFFIC COUNT ALONG KEFFI - ABUJA ROAD

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/ CAR	TAXI	PICK UP	MINI BUS	LUX. BUS	LORRY / TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY	3	851	16	1025	566	124	658	5	275	106	92	499	4220	352
24/09/13	TUESDAY		712	45	855	545	234	741	7	214	58	109	559	4079	340
25/09/13	WEDNESDAY		1008		1228	613	125	1043	6	305	92	68	499	4987	416
26/09/13	THURSDAY		1178		1804	744	202	1069	5	220	116	53	453	5854	488
27/09/13	FRIDAY		787		1015	381	202	602	8	322	113	100	391	3921	327
28/09/13	SATURDAY		995		1293	493	269	898	10	437	103	111	380	4989	416
29/09/13	SUNDAY		1117		1815	745	143	987	11	349	108	140	714	6129	511
TOTAL		3	6648	61	9035	4087	1299	5998	52	2122	696	673	3495	34179	2848
AVERAGE DAILY TRAFFIC		0	950	9	1291	584	186	857	7	303	99	96	499	4883	407

Table12: TRAFFIC COUNT ALONG ABUJA - KEFFI ROAD

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/ CAR	TAXI	PICK UP	MINI BUS	LUX. BUS	LORRY/ TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY		757	10	854	445	93	624	5	202	81	93	542	3706	309
24/09/13	TUESDAY	6	968	3	1135	568	100	915	6	355	298	155	440	4949	412
25/09/13	WEDNESDAY		858		1074	635	164	904	4	251	103	93	578	4664	389
26/09/13	THURSDAY		1033		1126	686	147	985	8	290	98	75	597	5045	420
27/09/13	FRIDAY		1279	5	1309	453	157	792	6	339	142	176	561	5219	435
28/09/13	SATURDAY	4	1134	15	1286	494	201	1061	8	296	162	140	617	5418	452
29/09/13	SUNDAY		784		1006	608	121	800	10	243	118	85	713	4508	376
TOTAL		10	6813	33	7790	3889	983	6081	47	1976	1002	817	4048	33509	2792
AVERAGE DAILY TRAFFIC		1	973	5	1113	556	140	869	7	282	143	117	578	4787	399

Table13: TRAFFIC COUNT ALONG SOKOTO - GUSAU ROAD

DATE	DAY OF THE WEEK	BICYCLE	M/CYCLE	TRICYCLE	P/ CAR	TAXI	PICK UP	MINI BUS	LUX. BUS	LORRY / TRUCK	TRAILER	TANKER	OTHERS	TOTAL	TRAFFIC VOLUME/ HOUR
23/09/13	MONDAY	210	569	13	602	404	201	305	3	152	232		0	2691	269.1* (10hrs)
24/09/13	TUESDAY	74	893	23	475	210	215	380	5	336	205		0	2816	281.6** (11hrs)
25/09/13	WEDNESDAY	32	586	17	564	145	188	394	5	76	309			2316	211
26/09/13	THURSDAY	12	672	26	727	410	408	483	7	68	284			3097	258
27/09/13	FRIDAY		1002	79	572	306		277	5	213	333		54	2841	237
28/09/13	SATURDAY	54	477	40	1490	371	299	369	8	277	268		69	3722	310
29/09/13	SUNDAY	7	1102	79	522	306		277	5	213	333		38	2882	240
TOTAL		389	5301	277	4952	2152	1311	2485	38	1335	1964		161	20365	1697
AVERAGE DAILY TRAFFIC		56	757	40	707	307	187	355	5	191	281	0	23	2909	242

THE PATTERN OF NIGERIA URBANIZATION AND ITS IMPLICATIONS ON ROAD SAFETY; USING OYO TOWN AS A TEMPLATE

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Abstract

Issue that directly relates to urban transportation safety is city planning. While the extent and effectiveness of planning in Nigerian cities varies to some extent, most urban areas are forced to deal with city regions where no formal planning was conducted. Hence, transportation routes are often confined to pre existing routes that may not always follow optimum courses. Oyo is one of famous traditional Nigerian cities, a highly important traditional Yoruba town in the country; it existed long before the advent of British colonial rule. However rapid increase in population which is not matched with growth in transport facilities such as road network, transport complimentary facilities, transport services and traffic management techniques has portend grave consequences to road safety in the town. Hence, this paper examines the present pattern of urbanization and its implication on transport safety in Oyo. This research is to increase our understanding of the underlying factors in the urban road planning that shape safety outcomes.

Key words; Transportation, management, planning, population, colonial.

Introduction

Today, urbanization raises the question of governance, infrastructure, identity and citizenship as well as safety of roads in our socio-cultural complexities. The urban areas remained the major points of administrative, industrial, commercial, educational, social and recreational centers of the country. The multi-functions performed by these cities make them to generate and attract large number of intra and inter-urban road traffic hence mobility problems due to urbanization had been on the increase since independence (Ayeni, 1978). Thus urban transport problems have increasingly been noted since 1960, to be characterized by inadequate and inefficient services, long waiting time at bus stop, environmental pollution, traffic congestions, and bad roads, shortage of vehicles and the use of motorcycle as a means of urban passenger transport system (Ikya, 1993). In 1963 and 1991, the population of Nigeria stood at 56 and 88.9 million respectively. According to Ogunbodede (2004), Nigeria had a rate of urbanization that was ranked as one of the highest in the world. Available statistics, as at that time, indicated that more than 30% of the country's population lived in urban centers of 100,000 and above (Olomola, 2003). Now Nigeria accommodates over 150 million people (National Population Commission 2006 Census). At the beginning of the 20th century and especially in the colonies, there was the expectation that cities in the colonies would emerge in the caricature of Western industrial metropolis or at least a different synthesis would emerge out of the pre-colonial city processes. Thus the purpose of urbanization during the colonial period was the perception that Africans were generally discreet, separated, fragmented, self-contained and governed by native rationality, which should be unified as colonized 'citizens' sharing common colonial rationality or the other essentials in fashioning the new form of power that colonialism represented(Falade,2003). Oyo is one of such famous pre-colonial city, a highly important traditional Yoruba town in the country. Its existence predated long before the advent of British colonial rule. The city is the cultural capital of one of the ancient African empires that coalesced to form present day Nigeria. The city presently located within Oyo State in the South Western part of Nigeria lies approximately on latitude 70 151 North of the Equator and longitude 50 151 East of the Greenwich Meridian. Currently, Oyo is an urban centre that boasts of four local governments, Atiba, Oyo East, Oyo west and Afijio local government all in Oyo state. The city's morphology has changed over time to assume its present status with its attendant human and vehicle traffic

problems, as experienced in similar urban centres since the huge population requires mobility by various transportation means. Major roads in Oyo town include Ibadan-Ilorin road, an 'A" trunk Federal Highway that sliced through the heart of the town. Inside Oyo metropolis, the A trunk dual carriage way became a narrow single lane with heavy traffic. The road is poorly maintained, and there are a lot of potholes and ditches on it. Others include Oyo to Iwo (19miles) , Oyo-Iseyin road, Oyo to Ilora (3 miles), and Oyo township roads. Most of these roads are however lacking in standard designs and were in single lane, with sharp bends and poor drainage system. These are complexities of factors influencing road safety and the wide variety of available counter measures call for a systemic approach of road safety activities. Although, few studies have taken this comprehensive approach of looking at pattern of urbanization when it comes to safety, partly because this kind of holistic assessment would have been time consuming, if not impossible, to carry out in the past without modern research tools such as internets and the comprehensive databases and skilled manpower that are now more widely available with Nigerian's Federal Road safety Corps (FRSC). Combined with the conventional road safety research focusing on the human behaviours, climatic conditions and vehicles, the findings of this study could help in the crafting of urban planning policies for reducing road fatalities for all users of the transportation system.

Methodology

In order to carry out comprehensive examination of urbanization relating to road characteristics and safety outcomes, we selected the major roads for safety audits .These roads are Oyo-Ibadan, Oyo-Ogbomosho, Oyo-Iseyin, Oyo-Iwo and Oyo- Ilora. In carrying out this study, the authors relied extensively on physical observation and surveys. The project teams which are mostly operational staff of Nigeria's Federal Road Safety Corps Atiba Unit Command in Oyo state carry out a significant element of the work required to complete the data sheets. The traffic count study employed a reconnaissance survey based on a sample of the strategic road intersections along each of the particular road to access the road condition and availability of standard road furniture . The count was done simultaneously at all points in the hours of 6.00am – 6pm Nigerian timing. The summation of the per station counts gave the incidence (no) of traffic count per hour. The Kilometre reading of the roads was taken through the odometer of FRSC patrol car with registration number RS538A01.

Interpretation of data

Figure 1 compares the length of damaged portion of the roads to each total road length. Oyo-Ibadan road was the least damaged of the major roads in the area. The damaged portion was only 0.04% of the total length. This make the journey from Oyo –Ibadan to be smooth and faster compare to other highways. The movement of goods and services is thus enhanced and cost of transportation greatly reduced. The obvious economically significance of the road is its direct linkage to Ibadan, the capital of the state and the most important commercial centre in the southwest after Lagos. Hence these explain the attention it receives from the Federal government. The deplorable of the roads are Oyo-Iseyin and Oyo -Iwo roads which almost every portion of their entire length are affected. Oyo – Ilora is a newly constructed road so it is still relatively intact. On percentage conformation of the roads to road design standard using three indicators; availability of safety structures, surface laying conformation to road construction standard and presence of hard shoulder (Fig 2), none of the roads meet 50% mark on the indicator scale except Oyo- Ibadan with 68% conformity on presence of hard shoulder. The relatively more presence of high shoulder on Oyo-Ibadan may have been responsible for lower percentage of accident occurrence on the road (Fig 3) compare to Oyo-Ogbomosho road with almost the same count of traffic but low presence of hard shoulder. There were virtually no accident occurrence on Oyo-Iwo, Oyo- Iseyin and Oyo Ilora roads and so were placed in one category 'others' in fig 3.

Discussion

The institutional arrangement, which vests the provision, management and administration of urban transport solely in the local Government, the lowest unit and least equipped in the three tiers of government, has been the bane in the conscious effort to develop good public roads in Nigeria. The capacity of these local governments to plan, fund, implement, and monitor rural roads works is often inadequate because the appropriate local institutions or policy frameworks are missing. According to Oni (2004), the present federal system arrangement puts urban transportation predominantly under the control of the local governments. Local governments manage 67% of urban roads, state governments 27% and the federal government 6% only(FMH&UD). The local government is not only grossly

under-funded, but lacks fund generating drive, technical expertise and other resources to provide for efficient urban transport infrastructure and service delivery. The functions and level of involvement of the three-tiers of government are also not clear. Their roles overlap, and are confused, whereas, successful implementation of urban transport policy can only be achieved within the context of an unambiguous, effective, coherent and well-coordinated institutional framework. This has resulted in the attendant problem as poor quality roads (Figure1), resulting from faulty designs, absence of hard shoulders and sparse availability of road safety infrastructure. The case of Oyo-Iseyin and Oyo-Iwo road are of particular interest. Even with the establishment of Oyo state National Youth Service Corps (NYSC) Orientation Camp at Iseyin, and Oyo-Iwo road being the only interstate route in the town, engineering expertise in constructing these roads was inadequate and in some cases carried out by the unskilled hands with very thin coatings that are easily washed away by floods and hardly withstand heavy traffic. Road drainages were constructed contrary to the direction of flow of flood water thus rendering them useless. Instead of protecting the road, they were actually promoting destructive forces. Hence, the institutional basis for improvement must be a coherent structure defining the ownership of rural roads and the responsibilities of various institutions for development, maintenance, and priority setting. The policy basis for improvement should also be the simultaneous determination of the overall level of funding for rural roads and of the balance between new development, rehabilitation, and maintenance. Another factor to consider is uncoordinated settlement pattern.

The pattern of urbanization has many implications on various areas of the country including determining the areas of road traffic origination and destination. Associated with these implications are various urban problems such as transportation problems and general inadequacy of infrastructural facilities. The traffic count done reveals, rising traffic congestion, which have seriously challenged the capacity of government at all levels to realize socio- economic development and environmental protection in the town largely due to general inefficiency associated with the land policies, and the absence of secure tenure, adequate land management capacity, which are all components of sustainable development. Inappropriate instruments and weak institutional structures are among the cavalcade of problems plaguing the community. In Oyo, due to strong

tenacity to ancient cultural practice, there is still strong adherent to the conventional land use planning approach unlike most major cities including Lagos, Kaduna, Port Harcourt, Onitsha, Enugu, Aba and some in other parts of Niger Delta region that have been developing with the modern land use approach (Umezuruike, 1989).This has generated diverse urban problems manifesting in the form of deterioration into traffic congestion, unsanitary condition and epidemics. These are further compounded by absence of safety infrastructure facilities, and the roads intensively dotted with black spots while physical infrastructure like hard shoulder and other roads furniture are not being properly managed or controlled (Figure 2). According to Falade (2003), land use plans for most cities often seek to make life better for the masses living in cities as a major goal, but the reality of the case is that these lofty and laudable goals are never achieved. Another serious reason for the poor urban development in Oyo township is relatively late infrastructural development. In the pre-independence era, agricultural economy brought about urbanization. The colonial government built roads mainly for the evacuation of export produce. The road transportation in those days depends on the agricultural economy with cocoa, palm kernel and coffee as the major cash crops. Coordinated urbanization through standard road development was facilitated by colonial government's assistance in the construction of roads in these areas known for large-scale production of cash crops(Sara Berry, 1953).Roads linked areas that produce cocoa more faster as farmers were encouraged to increase their output.(Hogendorn,1975) . Thus, for example, in Akoko, Ekiti, Ondos in South Western Nigeria, the acreage devoted to cocoa cultivation rose from 22,340 acres in 1915 to 582,989 acres in 1935(Usoro, 1977). However in Oyo province which had little to offer in cash crops, roads were made by active involvement of the indigenous people and carried out by merely improving the traditional footpaths and tracks (Standford Research Institute, 1961). Many communities contributed to the expansion of the road transport network by undertaking on their own, the construction of roads to link their towns with the main roads. In the 1920s and 1930s, many of the local communities began to build feeder roads on their own initiative to ease the problem of produce evacuation from their farms to the produce collection centre. It was after the First World War, that there was a renewed demand for Africa's other agricultural produce in addition to cocoa, coffee and palm kernels this made the British government intensified the importation of agricultural produce from Nigeria and this of course,

now resulted in active involvement of the colonialists in road development all over South Western Nigeria (Hay,1971). These developments forced the colonial government to carry out more road development into Oyo province. However, construction of these 'new' roads, were mostly improvement of existing roads carried out by indigenous population. This imposed limitation on the level of skills required to construct a safety-standard road. Consequently this resulted into poor quality roads due to faulty designs, lack of gutters and very thin coatings that are easily washed away by floods and hardly withstand heavy traffic which are now prevalent on Nigerian roads due to inefficient rail transportation.

The above analysis, though carried out in only one urban city out of many in the country, shed some light on how physical development affect the road safety situation in Nigeria.

Conclusion

In terms of hard facts, the greater problem associated with road crashes depends largely on development pattern in urban areas where traffic volume are relatively high. In Oyo, 75 per cent of all injury crashes reported occur on Oyo- Ogbomosho roads (FRSC records, 2012). It is logical therefore to conclude under what circumstances these incidents occur and how the problems can be alleviated. This could be achieved by (i)Reducing exposure through planned urban development (ii)Reducing risk through provisions for restraining car traffic growth (iii)Speed management, safety of vulnerable road users (iv)Reducing risk through separating through and local traffic(v) Comprehensive Road Safety audits of urban transport and infrastructure plans (vi)Intersectoral urban road safety programme (vii)RS audits of road projects and transport plans(viii)RS audits of existing roads, upgrading RS features (ix)Make roads 'self – explaining' and 'forgiving' (x)Plan and design for motorized and non motorized Modes (xi) Promote safe public transport through intersectoral coordination (xii) Corrective measures, treatment of hazardous areas (xiv) Data management (roads, traffic, speeds, accidents) (xv)Design roads to avoid conflicts. Further investigation is essential and will require close intersectorial collaboration between, FRSC, Urban Development Authorities,, law, and other road safety stakeholders in developing a research strategy for road safety so as to reduce casualties and deaths on the road. Hence

the reduction in road traffic accidents can be achieved on many of the roads by improved designs in terms of standard urban planning.

It is our expectation that the findings of this research would further help various stakeholders in tackling issue involving road safety in urban settings.

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Graphs and charts

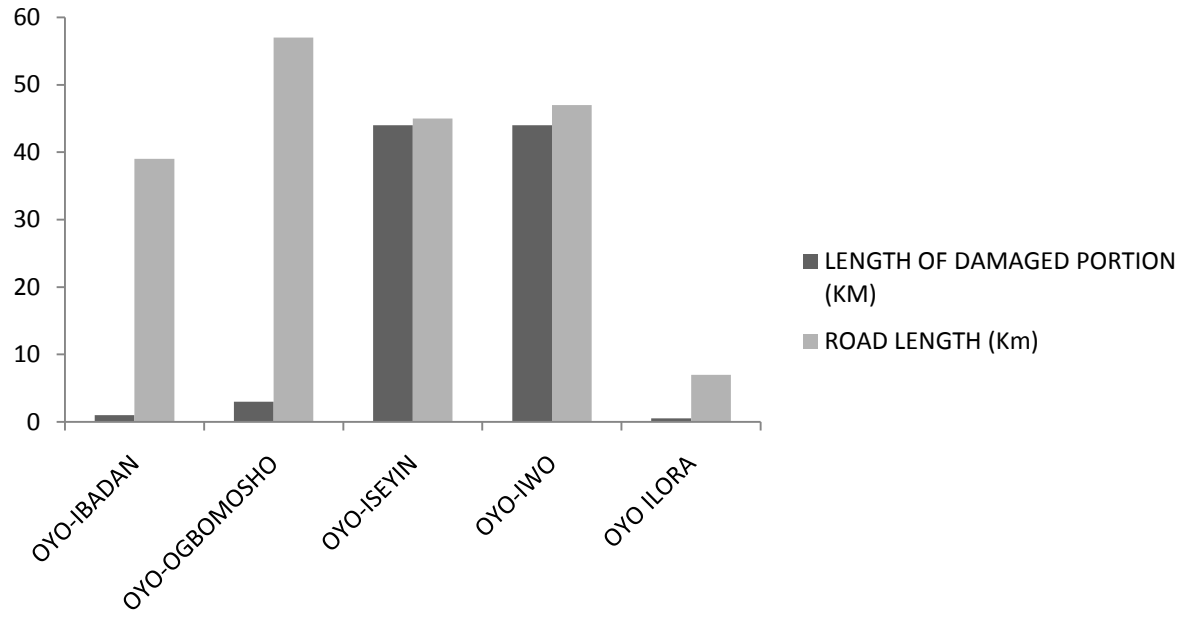


Fig 1.Total road length and damaged portion of major roads in Oyo road (km)

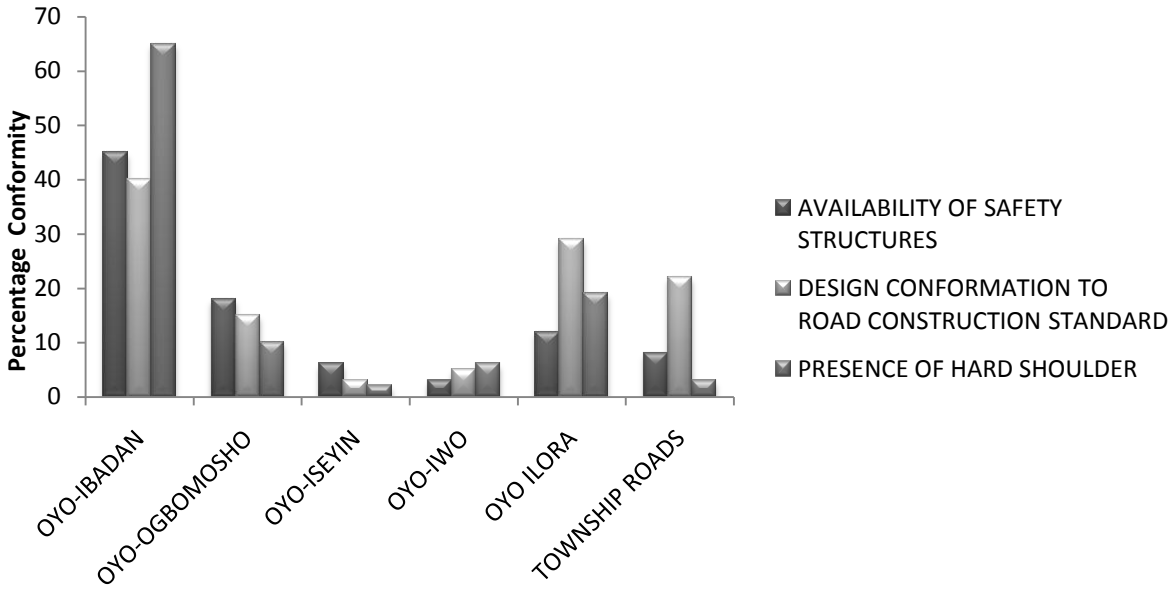


Fig 2.Showing Percentage conformity in availability of safety structure, road design conformation to construction standard and presence of hard shoulder on major roads in oyo town.

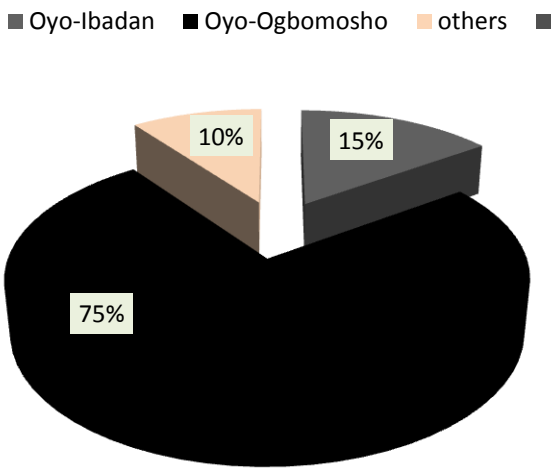


Fig. 3. Percentage occurrence of Road Traffic crashes on major roads in Oyo

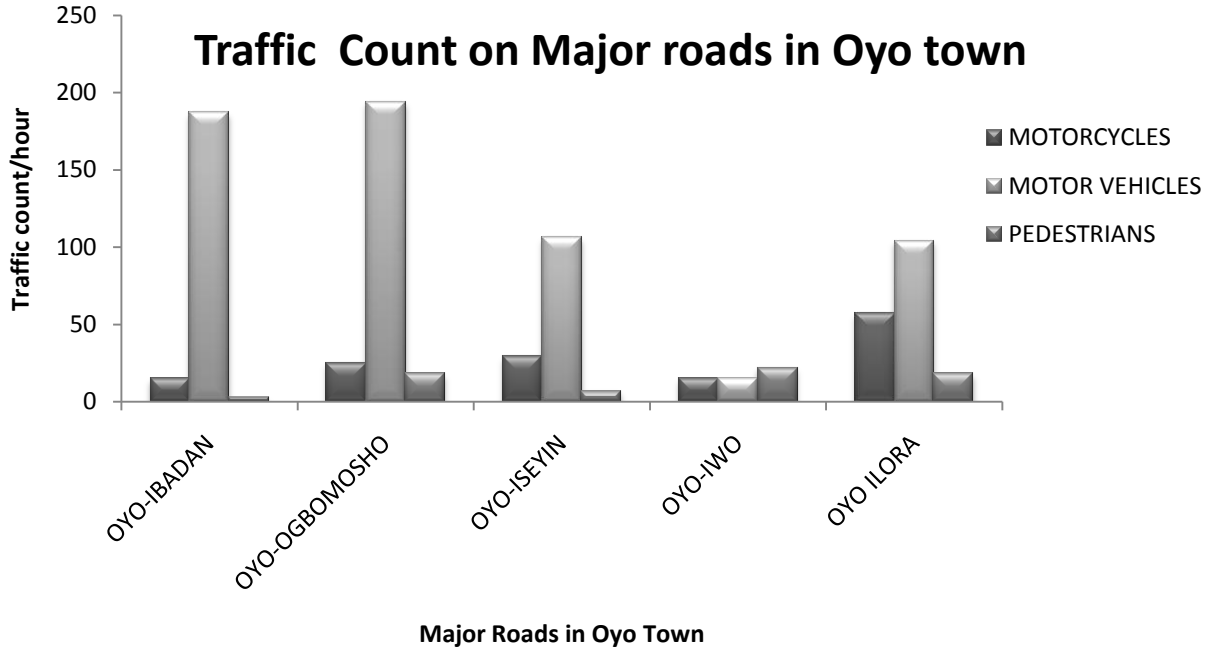


Fig 4.Traffic counts on major roads in Oyo town.

ANALYSIS OF 1ST QUARTER 2013 NDL PRODUCTION BY CATEGROY

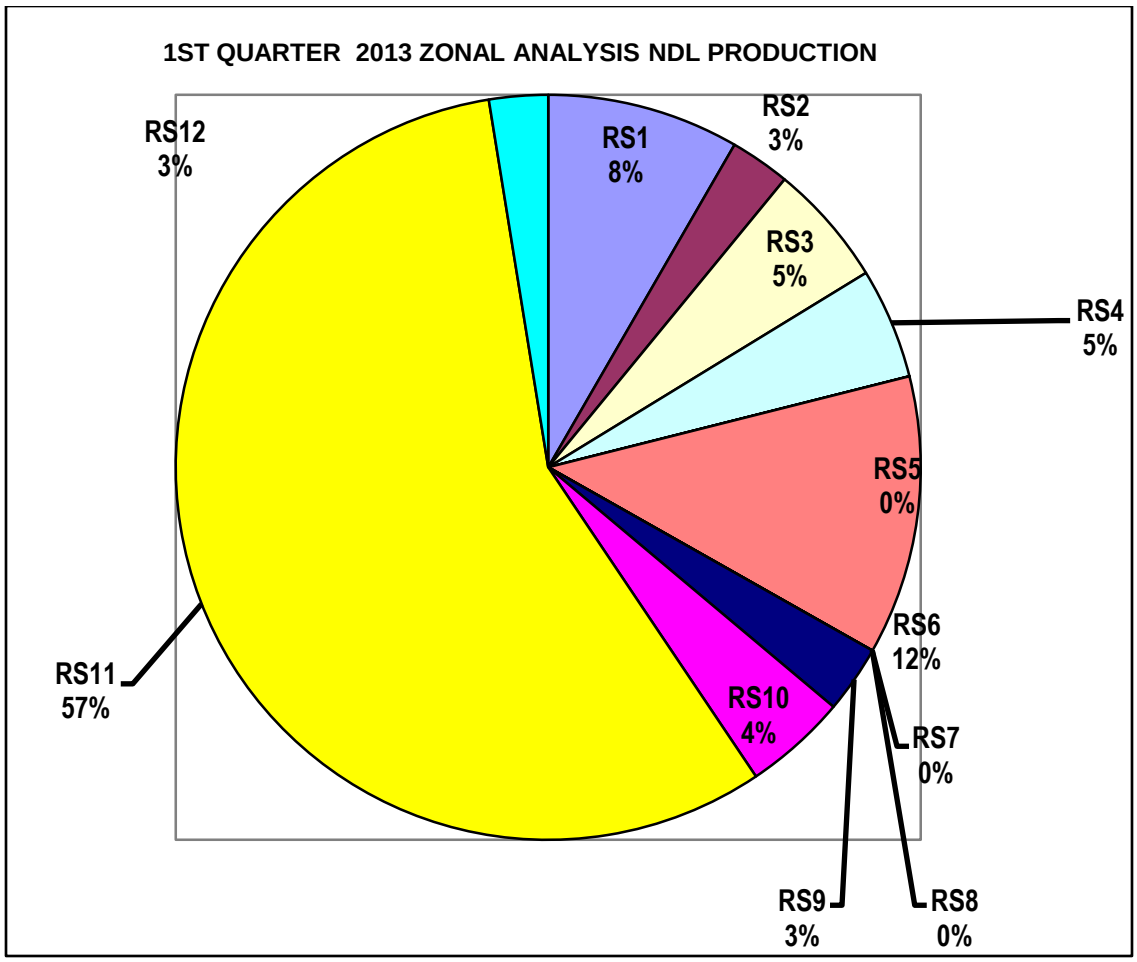
S/N	STATE	PRV	COMM	M/C	TOTAL
1	**ABIA**	1,037	0	0	**1,037**
2	**ADAMAWA**	724	0	0	**724**
3	**AKWA-IBOM**	763	0	0	**763**
4	**ANAMBRA**	591	0	0	**591**
5	**BAUCHI**	633	0	0	**633**
6	**BAYELSA**	821	0	0	**821**
7	**BENUE**	580	0	0	**580**
8	**BORNO**	1,113	0	0	**1,113**
9	**CROSS RIVER**	553	0	0	**553**
10	**DELTA**	697	0	0	**697**
11	**EBONYI**	334	0	0	**334**
12	**EDO**	1,740	0	0	**1,740**
13	**EKITI**	795	0	0	**795**
14	**ENUGU**	1,212	0	0	**1,212**
15	**FCT**	7,044	0	0	**7,044**
16	**GOMBE**	876	0	0	**876**
17	**IMO**	1,281	0	0	**1,281**
18	**JIGAWA**	407	0	0	**407**
19	**KADUNA**	1,115	0	0	**1,115**
20	**KANO**	1,456	0	0	**1,456**
21	**KATSINA**	821	0	0	**821**
22	**KEBBI**	341	0	0	**341**
23	**KOGI**	568	0	0	**568**
24	**KWARA**	1,136	0	0	**1,136**
25	**LAGOS**	14,847	0	0	**14,847**
26	**NASARAWA**	754	0	0	**754**
27	**NIGER**	196	0	0	**196**
28	**OGUN**	3,440	0	0	**3,440**
29	**ONDO**	811	0	0	**811**
30	**OSUN**	1,594	0	0	**1,594**
31	**OYO**	1,465	0	0	**1,465**
32	**PLATEAU**	1,891	0	0	**1,891**
33	**RIVERS**	2,683	0	0	**2,683**
34	**SOKOTO**	539	0	0	**539**
35	**TARABA**	654	0	0	**654**
36	**YOBE**	477	0	0	**477**
37	**ZAMFARA**	383	0	0	**383**
TOTAL		**56,372**	**0**	**0**	**56,372**

ANALYSIS OF 1ST QUARTER 2013 NDL PRODUCTION BY STATUS.

S/N	STATE	FRESH	RENEWAL	REPLACEMENT	TOTAL	REMARK
1	ABIA	0	1,037	0	1,037	
2	ADAMAWA	0	724	0	724	
3	AKWA-IBOM	0	763	0	763	
4	ANAMBRA	0	591	0	591	
5	BAUCHI	0	633	0	633	
6	BAYELSA	0	821	0	821	
7	BENUE	0	580	0	580	
8	BORNO	0	1,113	0	1,113	
9	CROSS RIVER	0	553	0	553	
10	DELTA	0	697	0	697	
11	EBONYI	0	334	0	334	
12	EDO	0	1,740	0	1,740	
13	EKITI	0	795	0	795	
14	ENUGU	0	1,212	0	1,212	
15	FCT	0	7,044	0	7,044	
16	GOMBE	0	876	0	876	
17	IMO	0	1,281	0	1,281	
18	JIGAWA	0	407	0	407	
19	KADUNA	0	1,115	0	1,115	
20	KANO	0	1,456	0	1,456	
21	KATSINA	0	821	0	821	
22	KEBBI	0	341	0	341	
23	KOGI	0	568	0	568	
24	KWARA	0	1,136	0	1,136	
25	LAGOS	0	14,847	0	14,847	
26	NASARAWA	0	754	0	754	
27	NIGER	0	196	0	196	
28	OGUN	0	3,440	0	3,440	
29	ONDO	0	811	0	811	
30	OSUN	0	1,594	0	1,594	
31	OYO	0	1,465	0	1,465	
32	PLATEAU	0	1,891	0	1,891	
33	RIVERS	0	2,683	0	2,683	
34	SOKOTO	0	539	0	539	
35	TARABA	0	654	0	654	
36	YOBE	0	477	0	477	
37	ZAMFARA	0	383	0	383	
TOTAL		**0**	**56,372**	**0**	**56,372**	

1ST QUARTER 2013 ZONAL ANALYSIS OF VEHICLE REGISTRATION
ON ALL CATEGORIES

ZONE	JANUARY	FEBRUARY	MARCH	TOTAL	%
RS1	2,704	2,283	0	**4,987**	8.3%
RS2	0	821	737	**1,558**	2.6%
RS3	1,928	1,254	0	**3,182**	5.3%
RS4	1,267	0	1,611	**2,878**	4.8%
RS5	0	0	0	**0**	0.0%
RS6	7,250	0	0	**7,250**	12.1%
RS7	0	0	0	**0**	0.0%
RS8	0	0	0	**0**	0.0%
RS9	1,750	0	0	**1,750**	2.9%
RS10	718	783	1,171	**2,672**	4.5%
RS11	15,151	18,864	0	**34,015**	56.9%
RS12	0	0	1,527	**1,527**	2.6%
TOTAL	**30,768**	**24,005**	**5,046**	**59,819**	**100%**


1ST QUARTER 2013 ZONAL ANALYSIS NDL PRODUCTION
RS1 8%
RS2 3%
RS3 5%
RS4 5%
RS5 0%
RS6 12%
RS7 0%
RS8 0%
RS9 3%
RS10 4%
RS11 57%
RS12 3%

NDL PRODUCTION BY AGE/SEX CATEGORIZATION (JANUARY,2013)

S/N	STATE	AGE GROUP											
		GRP1	GRP2	GRP3	GRP4	GRP5	GRP6	GRP7	GRP8	GRP9	GRP10	GRP11	TOTAL
1	ABIA	3	19	15	29	32	26	28	29	19	3	307	**510**
2	ADAMAWA	5	11	23	16	23	29	18	18	5	4	136	**288**
3	AKWA-IBOM	16	33	28	40	36	3	32	20	34	24	116	**382**
4	ANAMBRA	1	5	17	22	8	12	12	12	10		257	**356**
5	BAUCHI	16	15	5	16	17	9	2	24	16	3	154	**277**
6	BAYELSA	2	17			20	10	18	17	5	1	203	**293**
7	BENUE	11	17	10	6	11	12	14	11	6	1	137	**236**
8	BORNO	19	8	9	13	12	31	29	18	9	19	208	**375**
9	CROSS RIVER											64	**64**
10	DELTA	11	17	20	16	25	18	24	23	5		146	**305**
11	EBONYI	2	6	13	9	6	13	15	11	4		135	**214**
12	EDO	12	21	22	10	32	24	33	20	14	2	464	**654**
13	EKITI	2	19	10	2	21	9	17	12	16	1	161	**270**
14	ENUGU	5	12	16	8	21	40	18	40	8	8	391	**567**
15	FCT	95	114	136	134	132	193	174	216	120	83	2007	**3,404**
16	GOMBE						29	52	25	34		207	**347**
17	IMO	3	27	25	32	37	28	45	42	30	9	522	**800**
18	JIGAWA											19	**19**
19	KADUNA	10	17	30	39	27	18	51	23	27	28	426	**696**
20	KANO	27	16	24	6	9	11	8	2	2		444	**549**
21	KATSINA	12	46	6	5	25	11	29	3	8	11	164	**320**
22	KEBBI	1	12	14	5	9	6	7	1	7		86	**148**
23	KOGI	5	15	14	17	15	11	9	21	11		178	**296**
24	KWARA		26	67	20	36	22	27	35	19	2	308	**562**
25	LAGOS	205	327	260	304	306	210	269	408	352	159	4607	**7,407**
26	NASARAWA	13	21	18	21	31	27	19	19	14	9	143	**335**
27	NIGER	2	8	2	15	7	16	8				0	**58**
28	OGUN	22	43	50	29	34	49	68	89	32	3	1072	**1,491**
29	ONDO	8	20	19				1		5		323	**376**
30	OSUN	21	56	44	44	48	44	61	52	14	4	455	**843**
31	OYO	7	22	15	2	16		2	1	2	42	323	**432**
32	PLATEAU	28	46	60	17	35	53	42	66	41	35	606	**1,029**
33	RIVERS	43	62	79	23	61	52	39	70	29	1	440	**899**
34	SOKOTO											70	**70**
35	TARABA		14	11	24			22	25	21		92	**209**
36	YOBE	6	21	15		8	9	16	10	2	8	23	**118**
37	ZAMFARA	5	2			15	18	17		6	1	80	**144**
TOTAL		**618**	**1,096**	**1,077**	**924**	**1,115**	**1,043**	**1,226**	**1,363**	**927**	**461**	**15,474**	**25,343**
PERCENTAGE		2.44%	4.32%	4.25%	3.65%	4.40%	4.12%	4.84%	5.38%	3.66%	1.82%	61.06%	

LEGEND:

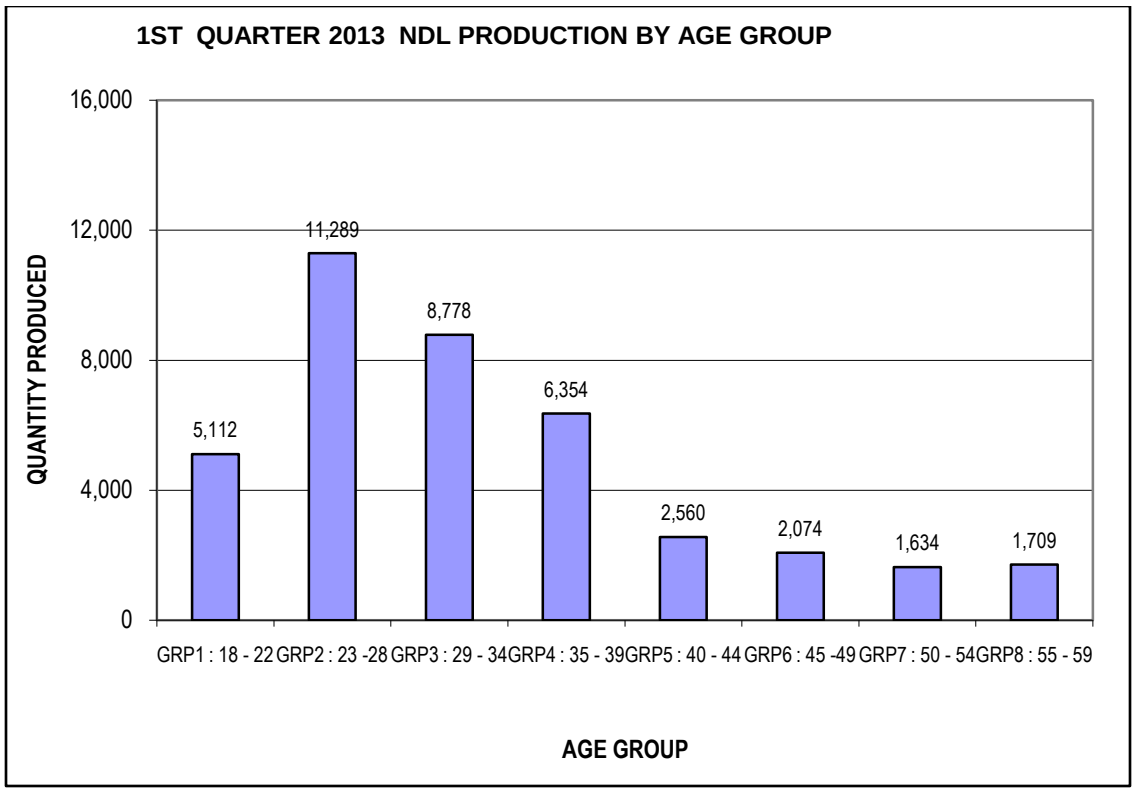
GRP1 : 18 - 22 GRP2 : 23 -28 GRP3 : 29 - 34
GRP5 : 40 - 44 GRP6 : 45 -49 GRP7 : 50 - 54
GRP9 ; 60 - 64 GRP10 : 65 - 69 GRP11 : 70+

NDL PRODUCTION BY AGE/SEX CATEGORIZATION (FEBRUARY,2013)

S/N	STATE	AGE GROUP								
		GRP1	GRP2	GRP3	GRP4	GRP5	GRP6	GRP7	GRP8	TOTAL
1	ABIA	33	98	1	0	0	0	0	0	**132**
2	ADAMAWA	24	66	73	55	9	10	4	15	**256**
3	AKWA-IBOM	41	180	126	2	0	0	0	0	**349**
4	ANAMBRA	4	112	43	27	1	0	0	2	**189**
5	BAUCHI	9	55	58	76	10	4	8	8	**228**
6	BAYELSA	18	80	40	76	32	12	24	21	**303**
7	BENUE	15	82	53	19	0	0	0	0	**169**
8	BORNO	18	158	96	77	8	5	13	10	**385**
9	CROSS RIVER	35	106	56	92	14	15	17	12	**347**
10	DELTA	38	178	128	19	1	0	0	3	**367**
11	EBONYI	18	55	46	1	0	0	0	0	**120**
12	EDO	16	124	175	211	31	37	33	25	**652**
13	EKITI	6	48	81	50	13	12	5	18	**233**
14	ENUGU	36	116	101	134	19	12	13	8	**439**
15	FCT	187	857	593	174	34	16	26	14	**1,901**
16	GOMBE	15	84	78	84	16	12	9	17	**315**
17	IMO	33	183	164	101	0	0	0	0	**481**
18	JIGAWA	12	64	47	43	1	1	14	8	**190**
19	KADUNA	28	118	154	88	2	4	1	2	**397**
20	KANO	13	206	239	106	9	2	19	6	**600**
21	KATSINA	21	105	105	58	14	17	9	8	**337**
22	KEBBI	7	35	16	32	6	3	2	0	**101**
23	KOGI	1	101	72	80	1	0	2	0	**257**
24	KWARA	39	164	95	163	0	28	26	1	**516**
25	LAGOS	548	2142	1635	1149	183	99	55	38	**5,849**
26	NASARAWA	14	81	71	50	4	55	8	9	**292**
27	NIGER	0	0	0	0	0	0	0	0	**0**
28	OGUN	174	590	579	68	18	19	4	0	**1,452**
29	ONDO	32	127	118	135	7	3	1	0	**423**
30	OSUN	39	239	221	125	1	1	0	2	**628**
31	OYO	55	313	213	91	5	3	2	1	**683**
32	PLATEAU	37	41	0	0	21	65	68	67	**299**
33	RIVERS	0	170	0	564	24	50	10	22	**840**
34	SOKOTO	29	187	126	77	5	10	10	0	**444**
35	TARABA	18	65	57	58	23	0	0	20	**241**
36	YOBE	22	62	58	84	5	2	11	6	**250**
37	ZAMFARA	8	38	50	27	11	9	14	3	**160**
TOTAL		**1,643**	**7,430**	**5,768**	**4,196**	**528**	**506**	**408**	**346**	**20,825**
PERCENTAGE		7.89%	35.68%	27.70%	20.15%	2.54%	2.43%	1.96%	1.66%	

NDL PRODUCTION BY AGE/SEX CATEGORIZATION (MARCH,2013)

S/N	STATE	AGE GROUP								
		GRP1	GRP2	GRP3	GRP4	GRP5	GRP6	GRP7	GRP8	TOTAL
1	ABIA	300	95							**395**
2	ADAMAWA	100	75	5						**180**
3	AKWA-IBOM	15	15	2						**32**
4	ANAMBRA	20	10	6	5	5				**46**
5	BAUCHI	8	50	60	10					**128**
6	BAYELSA	25	50	50	50	50				**225**
7	BENUE	50	75	40	10					**175**
8	BORNO	53	100	90	10	80	20			**353**
9	CROSS RIVER	45	42	5	45	5				**142**
10	DELTA	10	5	10						**25**
11	EBONYI	0								**0**
12	EDO	100	134	100	52	48				**434**
13	EKITI	100	92	100						**292**
14	ENUGU	50	6	50	48	52				**206**
15	FCT	400	739	200	200	100	100			**1,739**
16	GOMBE	50	14	50	50	50				**214**
17	IMO	0								**0**
18	JIGAWA	40	8	50	43	20	37			**198**
19	KADUNA	5	2	5	5	5				**22**
20	KANO	100	107	100						**307**
21	KATSINA	90	54	10	10					**164**
22	KEBBI	30	12	30	20					**92**
23	KOGI	5	5	5						**15**
24	KWARA	10	8	15	7	10	8			**58**
25	LAGOS	500	591	200	100	100	100			**1,591**
26	NASARAWA	42	27	7	41	10				**127**
27	NIGER	50	38	50						**138**
28	OGUN	100	97	100	100	100				**497**
29	ONDO	3	6	3						**12**
30	OSUN	50	23	50						**123**
31	OYO	100	50	100	43	7	50			**350**
32	PLATEAU	100	63	150	150	100				**563**
33	RIVERS	200	44	200	150	150	200			**944**
34	SOKOTO	10	5	10						**25**
35	TARABA	50	44	50	50	10				**204**
36	YOBE	20	39	20	25	5				**109**
37	ZAMFARA	20	19	10	10	10	10			**79**
TOTAL		**2,851**	**2,744**	**1,933**	**1,234**	**917**	**525**	**0**	**0**	**10,204**
PERCENTAGE		27.94%	26.89%	18.94%	12.09%	8.99%	5.15%	0.00%	0.00%	


1ST QUARTER 2013 NDL PRODUCTION BY AGE GROUP
QUANTITY PRODUCED
16,000
12,000
8,000
4,000
0
5,112
11,289
8,778
6,354
2,560
2,074
1,634
1,709
GRP1 : 18 - 22
GRP2 : 23 -28
GRP3 : 29 - 34
GRP4 : 35 - 39
GRP5 : 40 - 44
GRP6 : 45 -49
GRP7 : 50 - 54
GRP8 : 55 - 59
AGE GROUP